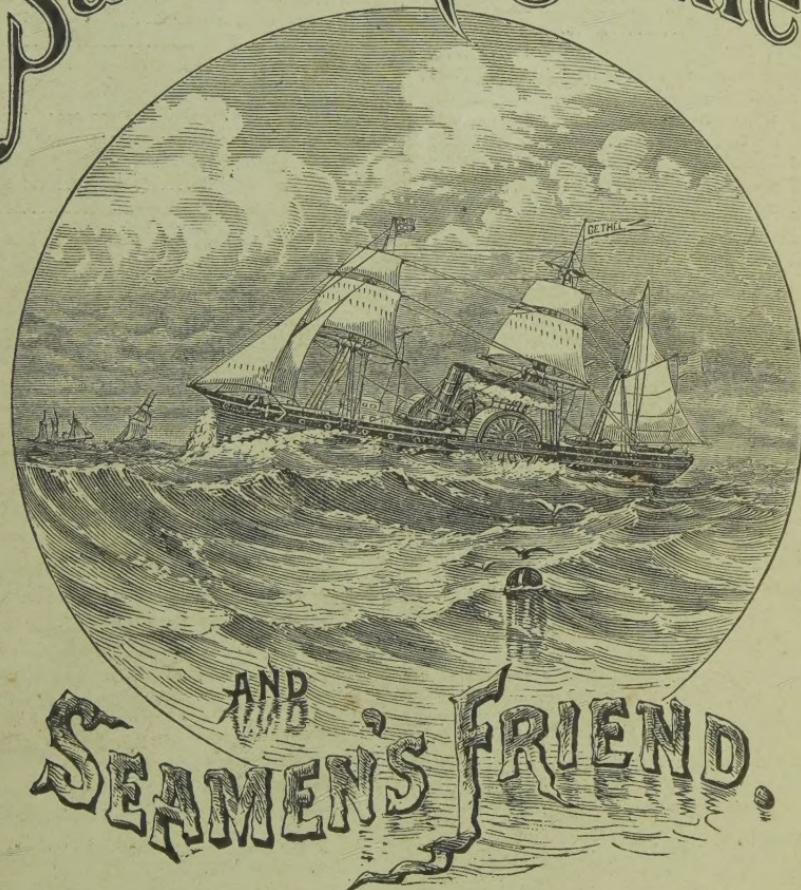


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SEPTEMBER, 1877.

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No. 9.

THE  
**Sailors' Magazine,**



AND  
**SEAMEN'S FRIEND.**

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## THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, commanding it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

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# THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

Vol. 49.

SEPTEMBER, 1877.

No. 9.

## "THE CRUISE OF THE CHALLENGER."

The four years' cruise of this British naval vessel, ending in May, 1876, whose record for popular reading has been made up by Engineer SPRY, of the Royal Navy, (See SAILORS' MAGAZINE, August, 1877, p. 247,) was very noteworthy as the longest and best appointed voyage ever undertaken for purely scientific purposes, and also as affording to its participants exceptional opportunities to take impressions from very many parts of the Earth's surface and peoples. As we said last month, the important scientific results of the cruise are yet to be given to the world, and to be utilized. By the courtesy of the Messrs. HARPERS we are able to present to our readers some general and running extracts from their late publication with the title we have placed at the head of this article—giving a few statements of such interest, we trust, as may prepare them to await farther and ultimate publications concerning the expedition, with some just appreciation of their value. The book of Mr. SPRY, already issued, is profusely and finely illustrated. We cite freely from its pages, and the cuts we present are from the same source.

### *Objects and Outfit of the Expedition.*

"The grand objects in view in the voyage were to obtain a knowledge of the contour of ocean beds, the nature of the creatures and plants that haunt their depths, the force and set of their currents, the figure and dimensions of ocean basins,

and the temperature of the water at various depths. Following previous short ocean trips, taken by other British vessels for the same purposes,—in the year 1872 "H. M. S. Challenger, a spar-decked corvette of 2,000 tons displacement and 400 horse-power, was selected to carry out these objects; and the necessary alterations to fit her

for the service on which she was to be employed were made in the dockyard at Sheerness. With the exception of two 64-pounders, all the guns on the main deck were removed, so as to obtain the required accommodation. In addition to cabins for the Captain, Commander, and Director of the Scientific Staff, there were spacious compartments for surveying operations and analysing purposes, a laboratory for the chemist, and a studio for the photographer, all fitted with every appliance which skill and science could suggest. On the upper deck stood an 18-horse double-cylinder engine, with shafting and drums for heaving in the dredging and sounding-lines, extending entirely across the ship; and on the after-part of the deck, besides the usual standard and other compasses, was the Fox dipping-circle, with which it was intended to make an extensive daily series of magnetic observations.

"From the Hydrographic Department at the Admiralty a code of instructions was issued, regulating the daily routine to be carried out whenever the weather and other circumstances permitted. The *Challenger*, after visiting Lisbon, Gibraltar, and Madeira, was to proceed across the Atlantic, through the trade-wind region, to the Virgin Islands; thence to Bermuda, onward to the coast of North America; and eastward again to the Azores, and thence to the Canaries, Cape de Verde, and to the equatorial regions—which were to be thoroughly investigated—westward to St. Paul's Rocks, Fernando de Noronha, and to the coast of Brazil. After leaving Bahia, it was desirable that the island of Trinidad, Martin Vaz, and Tristan d'A-cunha should be visited on the passage across the South Atlantic to

the Cape of Good Hope, which it was expected would be reached at the close of 1873.

From the Cape it was proposed to examine the small groups of islands of Marion and Crozet, and to visit Kerguelen Land; from which the expedition was directed to proceed as far south as safety would permit in the neighborhood of the Antarctic ice-barrier, and after a short survey to sail for Melbourne, Sydney, and the ports of New Zealand. If time and other circumstances would permit, it was intended again to proceed south, for the purpose of visiting the small islands of Campbell, Macquarie, Auckland, &c.; then again north, sailing to Friendly and Fiji Islands, onward through the Coral Sea, visiting the south coast of New Guinea, passing Torres Straits and the Arafura Sea, calling at Timor and Macassar, thence shaping the course through the Celebes and Lulu Seas to Manilla, which would probably be reached in November, 1874.

"From Manilla the *Challenger* was directed to sail eastward into the Pacific, calling at those little frequented regions, the Pelew Islands, New Britain, New Ireland, and the Solomon Group, *en route* for Japan.

"After leaving Japan, a course was to be taken across the Northern Pacific to Vancouver's Island, and thence southward through the eastern trough of the great ocean to Valparaiso, calling at Easter Island and Sala y Gomez. On leaving Valparaiso, it was proposed to return to the Atlantic through the Straits of Magellan, and by Rio Janeiro and St. Helena to England, which would probably be reached early in 1876."

The ship in making the cruise, left Portsmouth, England, Dec.

21st, 1872, and cast anchor at Portsmouth, on her return, May 24th, 1876.

*Her Equipments and Direction ; Routine of Daily Life.*

"For the use of the scientific staff, of which Professor WYVILLE THOMSON was the Director, there was built an ample and compact work-room, containing numerous drawers and receptacles fitted with bottles and jars for holding specimens of organic ocean life, and a well-stocked library of professional books in various languages.

"Here also were provided numerous instruments for dissection and microscopic observation, long tubes for preserving rare specimens, harpoons, and many ingenious devices for entrapping and securing larger game than the dredge can possibly furnish.

"On the opposite side of the deck, and somewhat farther forward, was placed the chemical laboratory for the purpose of analysing and testing the sea-water obtained from the different depths: here were ranged retorts, stills, tubes of all sizes, hydrometers, thermometers, blow-pipes—in fact, all the usual paraphernalia found in laboratories; chemicals in drawers, and jars in racks; all secured from accident from the rolling of the ship by many ingenious devices.

"The photographic quarters faced the laboratory, and consisted of a dark room and studio, where were ranged the bottles, chemicals, and apparatus required by the operator.

"A large aquarium was near at hand; while the water bottles and sounding-machines were secured close by in racks against the ship's side.

"On large reels were coils of telegraph insulated wire, for the purpose of obtaining the temperature at different depths by galvanic influence.

"Secondly, but not less in importance to the duties of the scientific staff, were those of the naval surveying officers, at the head of whom was Captain G. S. NARES, distinguished as a surveyor for years past. For the use of the officers under his direction there was, opposite the naturalists' department, a spacious chart-room, for the purpose of laying down surveys and constructing diagrams and sections of the ocean's bed over which the vessel traveled on her voyage round the world.

"The direction of this great expedition was given into hands thoroughly well qualified for the responsibilities imposed upon them. The naval officers were selected, for some special acquirements, by the admiralty; and the staff of civilian naturalists and physicists were nominated by a specially appointed committee of the Royal Society, who also furnished instructions and suggestions for the work.

"From the hour of four o'clock in the morning, as soon as the watch has been mustered, the bustle and activity begin, lasting throughout the day and even to the hour when the night reminds one of sleep. Pumps are manned, and water is splashed over decks in all directions; and, although apparently unnecessary at times, yet it is absolutely essential to the preservation of the health and comfort of those on board. By six o'clock the washing is nearly finished, when all hammocks are piped up and stowed; it is now time for breakfast, consisting of cocoa and biscuit. The hands dress in the rig of the day, and all preparations are made for sounding and dredging. Sails are furled, and steam is ready, for it is essential to keep the vessel's head on to the sea during these operations. Before commencing, however, an account of how the

soundings and dredgings are obtained, it might be as well to specify the sort of information that is required from us. Formerly the actual depth of the ocean only was required, and in extreme depths it was considered a great feat to be able to bring up a specimen of the bottom. Our requirements and means of obtaining information have so rapidly advanced that we not only obtain the sounding and bring up the specimens, but we also ascertain the temperature of the sea at every<sup>\*</sup> 100 fathoms from the surface to the bottom, and at the same time bring up samples of the deep water.

"It has been found that in all deep soundings it is absolutely necessary to use steam power. No trustworthy results can be obtained from a ship under sail, as even in the calmest weather the heave of the sea, or the surface current, is sufficient to drift the ship in a very short time a considerable distance from the place where the lead was originally let go. It is thus impossible to obtain a perpendicular sounding; besides the time intervals between the 100-fathom marks are upset, these time intervals being the only means of telling when the lead has reached the bottom.

"The first thing, therefore to be done is to shorten and furl all sail, and bring the ship head to wind, regulating the speed in such a manner as to avoid forcing her through the water.

"The sounding apparatus is then got ready. A block is placed on the main-yard a little outside the boom iron, and a whip rove through it to trice up the accumulator. These accumulators are india-rubber bands,  $\frac{3}{4}$  inch in diameter and 3 feet in length. They are capable of stretching 17 feet, when they each exert a pressure of 70 lbs. Twenty

pairs of these accumulators have been found sufficient for most of the soundings obtained, as they are strong enough to withstand the strain of the weights on the lead line, without being too strong to give readily with the motion of the ship; their greatest use being to keep the sudden jerks of the ship's motion from bringing too great a strain on the lead line. At the bottom of the accumulators, which are kept separated from each other by being passed through holes in a circular disk of wood, a 9-inch block is hooked, and through this block the lead line is rove. The end of the line is then secured to the sounding-rod, to which is attached the number of iron weights required to sink it rapidly. A short distance above the rod the slip water-bottle is fastened, and above that a deep-sea thermometer.

"On commencing the operations of sounding, the weighted sounding rod, the water-bottle, and the thermometers are suspended to the line, and lowered from the sounding-bridge by reversing the engine for 500 fathoms; the line is then let go and allowed to run out freely. As it runs out, the exact time of each 100-fathom mark entering the water is registered and set down in its appropriate column in a book provided for that purpose. These intervals gradually increase in duration as more line is run out, the weights having to overcome the friction of the line in the water, which becomes greater with the amount run out. The intervals are found, however, to extend in regular proportion, so that when four minutes are taken up by one interval, the weights have reached the bottom, or a depth of between 2,000 or 3,000 fathoms has been obtained.

"The time intervals having informed us that the weights are at

the bottom, the line is brought to the engine, and hove in, gently at first, but faster as the quantity out decreases; care being taken to keep the ship still in her position over the line, as, if allowed to fall off, the line has not only to bear its own friction, and that of the attached rod, water-bottle, and thermometers, but also the additional friction of the drift of the ship. Eventually the rod, water-bottle, and thermometers reach the surface, the thermometer is carefully read and registered, the water-bottle is sent down to the laboratory, where the specific gravity of the water is taken, and the contents of the sounding rod are examined to ascertain the nature of the bottom, after which they are dried and bottled.

"The soundings having been obtained, and the line hove in, the next proceeding is to register the temperature of the ocean from the surface to the bottom. This is done by attaching thermometers with equal spaces between them to the sounding line; a cup-lead of 1 cwt. is attached to keep it perpendicular, and immediately above a thermometer is placed; the line is then eased out to the first 100 fathoms, when a second thermometer is secured, and the line lowered to 200 fathoms, a thermometer being placed at each 100-fathom mark until six or eight have been attached and the line run out to the required depth, say to 1,500 fathoms; it is now belayed and allowed to remain for a few minutes. The thermometers register the temperatures of the different depths at which they are submerged. The line is now hove in, and as each thermometer reaches the sounding platform, it is removed, and the results are carefully read off. The temperature is then taken from the surface to seven hundred fathoms in

the same manner. Sometimes it is considered necessary to obtain temperatures at every 10 fathoms from the surface to 200 fathoms, and at every 50 fathoms to 600 or 700 fathoms; this, of course, considerably increases the time occupied in obtaining these observations. When the whole of the soundings and temperature observations have been obtained between any two places, a plan is drawn showing the section of the bottom and isothermal lines at different depths.

"The operation of dredging or trawling, like that of sounding, is carried on from the main-yard, the dredge rope being rove through an iron block which is attached to the accumulator in the same manner as described for sounding.

"For this operation it is necessary to use a much larger accumulator, consisting of as many as seventy or eighty india rubber bands, 3 feet in length, capable of stretching to nearly 20 feet when a force of  $2\frac{1}{3}$  tons is exerted (that is, equal to the breaking strain of the  $2\frac{1}{2}$  inch rope).

"The accumulator is secured to the masthead by means of a long pendant, and hauled out, or eased in, by a tackle at the end of the yard, as may be required. The dredge or trawl being ready to go over, is triced up clear of the platform and hauled out by the tackle until well clear of the vessel's side; the rope is then let go and allowed to run out freely, the ship steaming slowly ahead; from  $2\frac{1}{2}$  to 3 hours are usually required to sink the dredge in this manner, when the depth is about 2,500 fathoms. When it is once down, which is easily found by experience, the vessel is allowed to drift or steam slowly on for some hours, the accumulator illustrating by the expansion and contraction how the dredge is being dragged over the inequalities of

the bottom. Should it foul anything, the strain of the vessel immediately stretches the accumulators to their utmost, the line is at once eased out to prevent it carrying away, and various plans are tried to release it. If all turns out favorably, when it has been on the bottom a sufficient time, the rope is brought to the deck-engine and the dredge hove up. When it appears above the surface, there is usually great excitement among the "Philos," who are ever on the alert with forceps, bottles, and jars, to secure the unwary creatures who may by chance have found their way into the net. Such a sight when it is really inboard; here we have no lack of wonderful things, strange-looking fish, delicate alcyonarian zoophytes, sea-urchins, star-fish, besides shell, mud, &c.

"During the time of sounding and dredging, the ship's company not specially employed on these operations have been mustered at division, attended prayers, and engaged during the forenoon in their various and requisite duties. At noon, dinner is piped, and although consisting, as it usually does, of either salt junk and duff, or fat, greasy salt pork and pea soup, there are few men healthier than the sailor. Grog-time comes next (when half a gill of rum with two parts of water is supplied to each man), and with the hour for smoking, constitutes a pleasant break in the day.

"Duty is resumed again at 1.30, and various drills occupy the afternoon until 4.30, when all hands assemble at their station, with rifle, cutlass, and pistol for inspection by their divisional officer.

"The inspection over (we will presume the dredge to be up, and the excitement of the haul subsided), "Hands! make sail," is the pipe.

Steam is dispensed with, in a short time the sail is all spread, and with a favoring breeze we are running on our course at an eight-knot speed. Supper is now prepared, consisting of tea and biscuit, after which, until 9, smoking is permitted, hammocks having been piped down at 7.30. The commanding officer usually goes the round of the decks, to ascertain that all is correct, when those off duty are expected to turn-in their hammocks, and so ends the day and its duties.

"At 6 p. m. the officers usually dine together, when the incidents of the day, the result of the dredging, the prospect of the morrow, and other affairs which are sure to turn up, form a lively conversational hour. After dinner the assembly of smokers usually muster on the half-deck, where all sorts of yarns and topics engross the attention till bed-time.

"Sunday alone serves to break the monotony and routine of every-day life at sea, when, after divisions and prayers, the remainder of the day is usually spent in reading or sleeping.

"In this manner, and notwithstanding the continued sameness, days and months slip by, until we reach port and again anchor; and only when we look back over the work accomplished can we realize the length of time passed at sea."

#### *Soundings and Dredgings, and Their Accompaniments.*

The first sounding made by the expedition was taken December 30th, 1872, in the Bay of Biscay, "about 40 miles west of Vigo Bay, at a depth of 1,125 fathoms, the bottom being Globigerina ooze. After this the dredge was put over and lowered to the bottom, where it was allowed to remain some hours, the vessel slowly drifting onward. On hauling in it was

found turned upside-down, and in a lovely tangle. A second attempt was made, and a few specimens were brought up, one a rare fish, and some others of scientific value, enough to compensate for the disappointment of the first failure. Dredging was resumed on the 2nd of January, but with no better results, for the dredge fouled the bottom, and eventually the rope parted and some 3,000 fathoms were lost."

Thence, a little to south of Cape Vincent, in January, 1873, it was proposed to try the common trawl, "and one with a 15-foot beam was lowered in 600 fathoms; it went down all right, and, after being towed for some hours, was drawn in just as easily as the dredge.

"There was no lack of living things, strange-looking fish with their eyes blown nearly out of their head by the expansion of the air in their air-bladders, while entangled among the meshes were many starfish and delicate zoophytes shining with a vivid phosphorescent light. On another occasion of using the trawl, an object of very great interest was brought to light, and afforded an opportunity of seeing one of those highly prized and beautiful specimens of the Euplectella, or Venus's flower-basket, alive\* It is an object most beautiful in form and structure, consisting of a slightly curved conical tube 8 or 10 inches in height, contracted beneath to a blunt point and expanded above to the width of about 2 inches. The walls are of the most delicate tissue, recalling spun glass, and resembling finest transparent lace, or rather Shetland wool work. The lower end is surrounded by an upturned fringe of long, lustrous, glassy fibres, and the wide end, after giv-

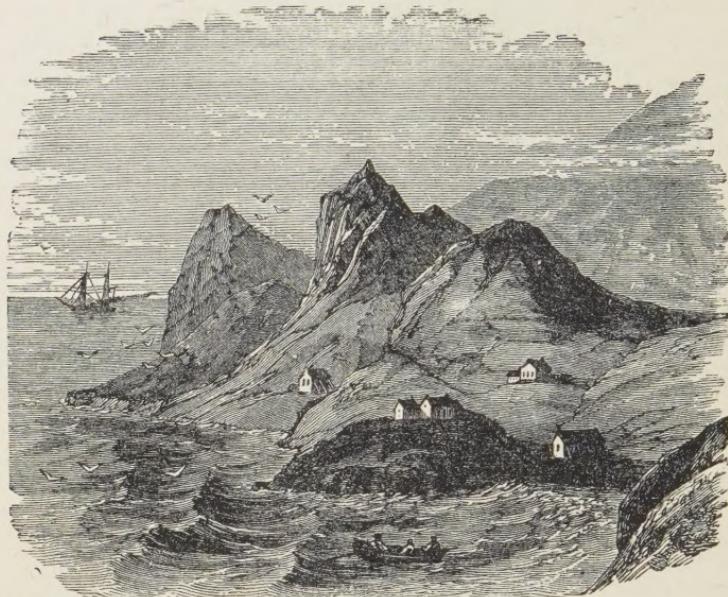
ing off from its edge a fluted lacy frill, is closed by a delicate lid of open network. Hitherto these beautiful objects have only been obtained from the seas of the Philippine Islands, where they live buried in the mud at the depth of 100 fathoms; so those obtained then were considered a most interesting addition to the fauna of Europe.

"Our last cast of the trawl before reaching Gibraltar was to the depth of 2,125 fathoms; the result was very satisfactory. A number of things came up—starfish mainly, and holothurids; but among them was one species of great interest, historical as well as zoological, the clustered sea-polyp, *Umbellularia Grænlandica*; twelve gigantic alcyonarian polyps, each with eight long fringed arms terminating in a close cluster on a stem 3 feet high. Two specimens of this fine species were brought from the coast of Greenland early in the last century; somehow these were lost and for a century the animal was never seen. A year or two since two were taken by the Swedish scientific expedition, and this obtained by us must be considered as the third specimen of this rare marine animal."

Later in the course of the cruise, when sailing from Brazil, for the island of Tristan d'Acunha, "the usual programme of sounding and trawling was carried out when opportunities offered. The ocean seems teeming with animated organisms. The drift nets, which are always trailing behind us, get filled in a short time with immense numbers of little living creatures, pretty-looking red and blue cockles, sea-nettle, and various other inhabitants of the deep, many of the most minute size and delicate form and tint."

"In the work-room was disclosed, by aid of the microscope, to the

\* Professor Thomson, in "Good Words."



ISLAND OF TRISTAN D'ACUNHA.

observer, an entirely new world in the economy of nature as displayed in animal life from the surface of the sea."

"Leaving Bermuda, April 21st, 1873, soundings commenced around the reefs in over 2,000 fathoms; bottom of coral clay. Search was made for a reported patch, which was found on the 23rd, about 13 miles south-west of the island, with 32 fathoms of water on it, and a bottom of pebbles and stones. Here we anchored for one night, and the next day shaped a north-westerly course so as to carry a line of soundings to Sandy Hook.

"The soundings obtained showed the bottom to be fairly level, at an average depth of 2,600 fathoms to within 200 miles of Sandy Hook, when it shallowed to 1,700 fathoms.

"The soundings taken in crossing and near the Gulf Stream were of very great interest. On each side the depths were found to be respectively 2,400 and 1,700 fath-

oms, grey ooze bottom; while in the stream itself the line ran out over 2,600 fathoms without reaching the bottom. This sounding, however, was considered doubtful, there being a strong wind and current at the time, dragging the line out of the perpendicular. The stream was found to be about 60 miles broad, which was easily detected by the 8° difference of temperature on entering and leaving.

"This influential current, little as it may be appreciated in a general way, is of the greatest importance to those countries whose waters are influenced by its flow. It takes its rise in the Gulf of Mexico, though it might be regarded as a continuation of the equatorial current which flows from the western coast of Africa across the Atlantic, absorbing the sun's rays as it advances, and storing away the warmth for future use. It then passes into the Mexican Gulf, where its waters are raised to the high temperature of 86°, and then

sweeps through the pass of Florida, skirting the shores of North America, until it takes the remarkable curve off Nova Scotia and Newfoundland which throws its waters across the Atlantic, towards the coast of Europa.

"One branch curves downward, and flits past the Azores, the other glides northward in the direction of the British Isles, and the Polar Sea.

"Its length, if reckoned from its Mexican head to the Azores, is upward of 3,000 miles, and its average velocity is about 40 miles a day.

"The great function of this stream is that of a bearer of heat, setting out at a temperature of 86°, losing not more than from 10° to 15° in its progress. It thus reaches our coast and ameliorates the climate, for in point of latitude England corresponds with Labrador. All are familiar with the fact that in the latter regions the winters are exceedingly severe and protracted, and the vegetation poor and stunted. Had our shores been without this warming influence, and the British Isles compelled to subsist on their own geographical allowance of heat, we should have been left in the same condition."

February 13th, 1874, when in the Southern Ocean one hundred and twenty miles north of the Antarctic Circle, "the weather became hazy, with occasional snow-storms. Many large icebergs were in sight, some of which were of magnificent dimensions, nearly a mile in length, and from 150 to 200 feet in height, with sides perfectly smooth as if they had been chiselled; others again exhibited lofty pinnacles, with sides and ends of many-colored tints, leading into deep caverns open to the swell of the sea. Continuing our course until midnight, we found ourselves in a fog, close

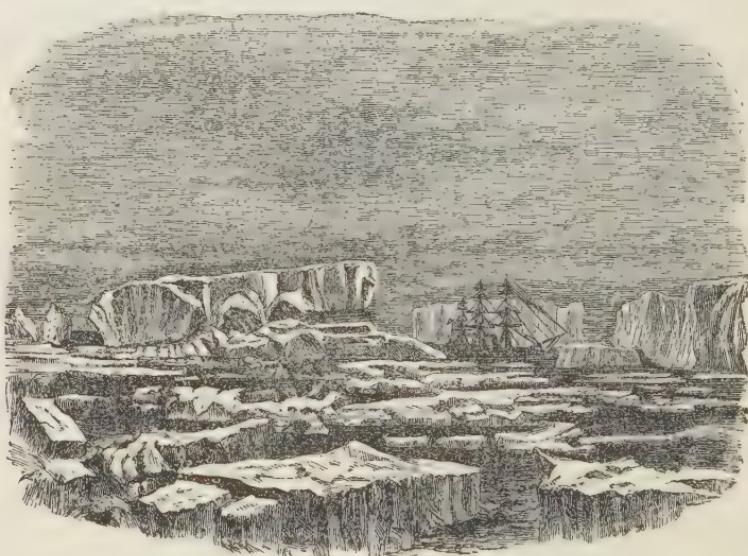
to an extensive area of brash ice, extending far away in a south-east direction. Fortunately at the time the wind allowed us to back out again, and we hove to for daylight, when a beautiful sight was presented, for we were close to the edge of the pack, which from the masthead appeared to be perfectly solid, without any opening in either direction. The north-west wind of the previous day had apparently forced all this mass together. Some hours were spent dredging in 1,675 fathoms (bottom greenish mud). A small number of starfish, some small shrimps, and a few curious crustacea and diatomaceæ were obtained. After dredging we stood on a westerly course under sail. The novelty of being surrounded with icebergs (for they were now so numerous that we had to alter course occasionally so as to clear them), and having on one side of the horizon a boundless field of ice, with calm weather, and a totally new set of sea-birds, among which was the elegant, pure white little petrel (which became more numerous), gave us intense delight. Experiments were now carried out relative to the temperature of the sea. At the surface it was found to be 30°, and at a depth of 1,600 fathoms 26°. Snow and sleet came on, accompanied with an easterly breeze, and the temperature of the air fell to 28°."

July 24th, 1874, when off the island of Matuki, "which is one of the southernmost of the Fiji group, a large party landed with rifles, and got excellent sport in the forests, while the vessel cruised backwards and forwards dredging, and some excellent hauls were made. Among other things a fine nautilus was brought to the surface, and the opportunity was thus given of seeing this beautiful creature alive

in its native element. The old popular idea that this animal lived on the surface, and floated along, using its shell as a boat while it was being propelled by its own sails and oars, is altogether fabulous, for it is now proved that the creature lives at or near the bottom, using its shell, with the curved side uppermost, as a protection, and that it never comes to the surface except after death."

In the Pacific Ocean, March 23rd, 1875, "in lat. 11° 24' north,

and long. 143° 16' east, bottom was touched at 4,475 fathoms, the deepest successful sounding made during the whole cruise. Specimens from that depth showed a dark volcanic sand, mixed with manganese. In consequence of the enormous pressure at that depth (some five tons on the square inch) most of the thermometers were crushed. However, one stood the test, and showed a temperature of 33.9°, the surface temperature being 80°. Three other attempts were made



THE CHALLENGER AMONG ANTARCTIC ICEBERGS.

to determine the temperature of water at these great depths, but in every instance the instruments came to the surface in a damaged condition."

The grand total of miles sailed by the *Challenger*, in the cruise, was 68,890; number of days actually at sea was 719; number of deep sea soundings, 374; serial temperatures taken, 255; successful dredgings, 111; successful trawlings, 129.

Feb. 23rd, 1874, with "clear blue sky and bright sun, weather calm and pleasant; the ship was steaming amongst vast numbers of magnificent icebergs, some like fairy palaces of alabaster, with numerous caverns and arches through which the sea dashed its spray. The evening was beautifully fine, and a very brilliant sunset illuminated the horizon, shedding golden rays which were again refracted from the ice pack."

Mr. SPRY's descriptions of natural scenery, particularly at the Azores Islands, in Brazilian forests, and in Australia, repay perusal, but we can present none of them.

We close our extracts from the volume with its statements as to the tomb of William Adams at Yokosuka, in Japan, seventeen miles from Yokohama.

"Near at hand," he says, "on the top of a high hill, in the village of Hemi-Mura, are situated the grave and tomb of Will Adams (who was the first Englishman to visit Japan) and his Japanese wife. A large monument marks that of Adams, a smaller one that of his



JAPANESE TOMB OF WILL ADAMS AND WIFE.

wife. Adams was an English pilot, who left Holland in one of a fleet of vessels bound on a trading voyage to Japan in 1607. After many vicissitudes and great sufferings by the crews, only the vessel in which Adams was reached its destination. The crew were treated at first with great cruelty by the Japanese, but afterwards with leniency and kindness. Adams, having a knowledge of mathematics and shipbuilding, ingratiated himself with the Shôgun, who promoted him to a high position, and he lived in Yedo, beloved by the people, for many years. Not being permitted to leave Japan, he took to himself a

Japanese wife. Adams himself chose this spot for his resting place; and the people living in Anjin chô (Pilot Street), Tokio, defrayed the expense of the tombs and lanterns at the grave, and now celebrate an annual festival in honor of him on the 15th June."

"From this position the scenery is very fine. The undulating hills, between which we get glimpses of the open country beyond, where the rice-fields, surrounded with trim hedges, and the wheat-fields of brightest green carpet the uplands,—and the clear blue waters of the bay stretching before us complete the charming picture."

### Sea-Sickness.

The cause of that distressing disease called sea-sickness has for ages been vainly sought by investigating physicians. Theories without number have been published in medical magazines, but not one of them has stood the test of careful examination. It has been claimed that the sea-sickness is a modern disease, with which the ancients were wholly unacquainted, and in proof of this we have been referred to the curious fact that when the Romans undertook a naval expedition, they filled their galleys with soldiers who straightway put to sea and defeated the enemy, without the slightest preliminary exercise in the use of the basin. We all know that a modern fleet manned exclusively with landsmen would be totally unfit for fighting during the first three days after leaving port, and hence it does seem difficult to believe that sea-sick Romans could give their whole attention to fighting. Still the Romans were an exceptional people, and it is not impossible that the indomitable courage which forbade the legionaries to turn their backs to an enemy on land enabled them to keep their stomachs from turning in the presence of a naval foe.

Whether sea-sickness is an ancient or a modern disease, it is certainly extremely frequent at the present day. The theory that it is caused by the smell of bilge-water has been exploded since the introduction of iron ships, which are so tight as to be wholly devoid of bilge-water. One of the most popular explanations of the disease which has lately been made by ingenious physicians is that it is the expression of the mind's dissatisfaction with an apparent display of indecent levity on the part

of the horizon. A man whose life has been spent on shore is accustomed to find the horizon constantly in the same plane, and thus comes to put complete confidence in its stability. When, however, he makes his first sea-voyage, and finds the horizon constantly rising up and then falling back again, as if it no longer knew its own mind, he is so startled and shocked that he immediately expresses over the side of the ship his conviction that something is wrong. Now, it is very true that the apparent instability of the horizon may seem undesirable to a landsman on his first voyage; but why should he require his stomach to meddle in the affair? Were we to wake up some morning and find the streets of New York absolutely clean, it would undoubtedly startle us, and we should recognize it as something totally at variance with our experience; but we certainly should not turn pale and become a prey to nausea. Instances have been known of the public signing of the total abstinence pledge by confirmed Western statesmen, but the public has borne the shock without any abdominal convulsions. The truth is, nausea does not ordinarily follow upon any shock to our prejudices, and we cannot account for sea-sickness by calling it an involuntary protest against an apparently intoxicated horizon.

Equally untenable is the theory that the motion of a vessel at sea jostles the internal organs of the inexperienced passenger one against another until his whole interior is ripe for revolution. Against this theory may be urged the anatomical fact that our interiors are packed with a nicety unknown to the ablest stevedore. A simple experiment will prove the truth of this assertion. Let any man unpack himself by removing a few of

his most accessible organs, and he will find that not even with the aid of an able physician can he repack them in the same space which they originally occupied. Moreover, even conceding that the motion of a ship is capable of causing the stomach, liver, and lungs to chafe against one another, it is, nevertheless, plain that those organs must be still more severely jolted when their proprietor rides over a rough railroad or in a Broadway stage. If nausea results in the one case it ought to result in the other case, and yet we never become sea-sick on dry land. The closer this theory is examined the less tenable does it appear. Were it true, sea-sickness could readily be prevented by drinking sufficient water to fill up the interstices of the body, so that no organ could get adrift and infringe upon its neighbor. That this remedy has never been of the slightest use is proof that it is based upon a mistaken diagnosis.

Still another explanation of sea-sickness places its immediate origin in the spinal cord. The advocates of this theory assert that the rising and sinking of a ship alternately relaxes and stretches the spinal cord of every one on board her, and that the spinal cord, being closely connected by nerves with the stomach, excites that organ's sympathy in its behalf. The remedy proposed is not to coldly reprove the stomach for its very natural sympathy, but to induce the spinal cord to forget its misery. This, we are told, can be done by the use of ice. Bags of pounded ice must be applied to the spine of the sea-sick patient, and the spinal cord thus chilled until it becomes too numb to care whether it is stretched or relaxed. It is said that a number of patients have been entirely cured by this remedy, and that every traveler who will

consent to cross the ocean in a refrigerator—as if he were so much fresh meat or vegetables—can secure entire immunity from seasickness.

It is hardly worth while to point out the weakness of this theory. There is no doubt that a man can be cured of sea-sickness by freezing him to death; but to assume that his spinal cord has anything more to do with sea-sickness than has his hat-band is to make a purely unwarranted assumption. What evidence is there that the spinal cord is stretched? None whatever. The stomach of a sea-sick man is in open, undisguised insurrection, but his spinal cord never shows the least interest in the affair, and maintains a strict neutrality. This attempt to cast odium upon one of the modest and retiring parts of the human body is indelicate and unfair, and should be frowned down by every unprejudiced man.

But we have at last an entirely new theory, which explains sea-sickness in an intelligent way. The chief symptoms of the disease are headache, nausea, lassitude, loss of spirits, and coldness of the extremities. These also are precisely the symptoms which indicate malarial poisoning. Let us suppose that there is a poisonous quality in sea air, and we shall then readily comprehend the true nature of sea-sickness. If we farther suppose that the system really becomes acclimated, so to speak, and loses its susceptibility to this poison, we shall understand why persons who are much at sea cease to be sea-sick. That the atmosphere, in pursuance of its daily task of evaporating sea water, should take up one or more of those ingredients which render sea water an emetic when drank in any quantity is not at all improbable.

*New York Times.*

## CUMBERED ABOUT MUCH SERVING.

Christ never asks of us such busy labor  
As leaves no time for resting at His feet ;  
The waiting attitude of expectation,  
He oftentimes counts a service most complete.

He sometimes wants our ear—our rapt attention,  
That he some sweetest secret may impart ;  
'Tis always in the time of deepest silence,  
That heart finds deepest fellowship with heart.

We sometimes wonder why our Lord doth place us  
Within a sphere so narrow, so obscure,  
That nothing we call work can find an entrance ;  
There's only room to suffer—to endure !

Well, God loves patience ! Souls that dwell in stillness,  
Doing the little things, or resting quite,  
May just as perfectly fulfil their mission.  
Be just as useful in the Father's sight,—

As they who grapple with some giant evil,  
Clearing a path that every eye may see !  
Our Savior cares for cheerful acquiescence,  
Rather than for a busy ministry.

And yet he does love service where 'tis given,  
By grateful love that clothes itself in deed ;  
But work that's done beneath the scourge of duty,  
Be sure to such he gives but little heed.

Then seek to please Him, whatsoe'er He bids thee !  
Whether to do—to suffer—to lie still !  
'Twill matter little by what path He led us,  
If in it all we sought to do His will !

*Words of Faith.*

## The Chinese and The Sandwich Islands.

Yesterday was the last day and last Sabbath of the memorable Centennial year, and as last evening I was sitting in my chapel, listening to the preaching of the gospel in the Chinese, and to me an unknown tongue, my thoughts would wander to the ends of the earth! I recalled my visit to Jerusalem, seven years ago, being present on the last evening of the year 1869, at a prayer-meeting at Bishop Gobat's, on Mt. Zion. A brief sketch of that prayer-meeting I wrote for the readers of the *Congregationalist*. This circumstance suggested the idea that a notice of a prayer-meeting among the Chinese in Honolulu would not be uninteresting to your readers, who are doubtless interested in seeing worked out or solved the great Chinese Problem, about which there is so much discussion.

We have on the whole Hawaiian group some three or four thousand Chinese. Some of these have been long residents, and are married among the native population. The demand for labor has latterly drawn increasing numbers to our shores. Only a few days since over two hundred arrived, on board the "Anglo Saxon" (rather a significant name for a ship carrying Chinese emigrants). Among them were about thirty professed Christians, coming from parts of China where missionaries are laboring. It was gratifying to learn that each professing Christian brought his letter of church membership. Some of the letters were by German missionaries of the Basle Mission, and others by English missionaries of the London Missionary Society, and the Church Missionary Society. They came to my residence in a body, and were introduced by our Chinese colporter, Sit Moon. It

was most gratifying to welcome so many professing Christians from "the Land of Sinim." (Isaiah xlix: 12). I trust that it is only a foreshadowing of what it may be my privilege to witness in coming years.

Our Y. M. C. A. employs a Chinese colporter, who labors among his countrymen in Honolulu and other parts of the Islands. When in Honolulu, he holds a regular Sabbath evening service in the Bethel. It was at this service that I was present last evening. The audience numbered about eighty Chinese, and eight Hawaiians, wives of some of the Chinese, and two Europeans.

The sermon or address was delivered by one of our newly-arrived Chinamen, who spoke nearly an hour upon thoughts suggested by the 2nd chapter of Matthew, relating to the birth of our Savior, and His journey with Joseph and Mary into Egypt. After the service one of the audience informed me, that the address was "very good." It must have been entertaining, for he secured the fixed attention of his audience for nearly or quite one full hour.

The address was followed with prayer, and the exercises closed by singing,

"Rock of Ages, cleft for me,"  
in Chinese, with the benediction in English. Many of our favorite hymns are now translated into Chinese, and are sung or adapted to such tunes as are familiar to the English ear; hence English and Hawaiians can unite with the Chinese in singing. Many of Mr. Sankey's hymns and tunes are becoming familiar to both Hawaiians and Chinese.

I am confident that the Christian element and Christian ideas are rapidly working out among the Chinese scattered over our islands. Four have already united with the

Bethel Church. These men are laboring for the conversion of their countrymen. I am now putting up a new lecture-room, and otherwise improving the Bethel. To aid me, the Chinese are quite ready and liberal. Two have given each \$50. The Chinese Y. M. C. A. has subscribed \$50. I am quite satisfied that the best method of solving the perplexing Chinese problem, about which so much is written and said, is to go forth and labor for the spiritual welfare of this most interesting people. They are not an inferior race. They are anxious to learn and are coming readily to embrace our ideas. For seven or more years, has been sustained a school at the Bethel chapel in Honolulu for teaching the Chinese the English language. More than 150 have there been taught, who are now scattered over the islands.

The more I reflect upon this great subject, the more I am convinced that God's hand is leading forward His people to bring about the final triumph of the kingdom of Christ upon the earth. He is now hastening the work by sending 100,000 Chinese to the shores of America, and a few thousands to our shores. I fear the Christians and friends of missions in America are not fully aroused to the immense importance of this great question. I want to see whole classes of theological students, as they leave Andover, New Haven, Princeton and other theological seminaries, go forth on missions to the heathen world, but specially to China and Japan. I am confident if *one hundred* young missionaries were to go forth from our theological seminaries this coming year, the most ample funds would be forthcoming for their support in heathen lands.—*Rev. S. C. Damon, D.D., in Congregationalist.*

MR. GLADSTONE, in the course of his address opening the late Caxton Festival in England, exhibited a copy of the Bible, bound in morocco, with gilt edges, of which not a sheet had been worked off the day before. This remarkable feat was performed partly at Oxford and partly in London. The impression was limited to 100 copies. Not a sheet was worked till the clock struck two on the morning of the 30th; they were then dried, hot pressed, and sent to London by an early train, taken to the binding-shop of the Oxford warehouse, rolled, folded, rolled again, pressed, collated, sewed, backed, cut, gilt, and then excellently well bound in morocco, all within twelve hours. The first copy was sent to Mr. Gladstone, who afterward presented it to the Emperor of Brazil. Mr. Gladstone's address was to be at once printed in Caxton black-letter type.

*For the Sailors' Magazine.*

### "I Trust in Thee."

BY MRS. GRACE WEBSTER HINSDALE.

Serene, my head I rest  
On Jesus' loving breast;  
My all to Him I give,  
Who bids me "look and live,"  
And nothing fear!

Serene, I ride the waves,  
Trusting the arm which saves,  
Keeping aloft my eye,  
Though clouds fill all my sky,—  
The Lord my light!

Serene, I sleep and wake,  
Knowing that He will take  
All thought and care for me,  
Because upon the tree  
He bore my sins!

Serene, I lift my cross,  
To suffer shame or loss,  
My crown is full in view,—  
Lord keep me ever true,  
Be Thou my strength!

## What Good Work is Permanent?

Everywhere change is written on all the enterprises which men inaugurate, and all the establishments which they seek to build. And the question rises with a new emphasis:—Is there any work which, when done, will remain? Is there anything which exists on the earth so substantial, and so enduring, that an effect produced upon it will stand, abiding and permanent as itself? And the answer is suggested by the words of inspiration: “He that winneth souls is wise.”

The personal soul is the one thing which continuously and immortally lives; which outlasts the body; which lives when the stately house has fallen, and the splendid fortune has been scattered; which lives when the theory that once was accepted has been surpassed and forgotten, and the policy of the statesman has passed from men’s sight; which outlasts even the world itself, and the stars in heaven, on which the earth is poised and hangs; which lives while God himself continues, and while His government continues to be exercised over intelligent moral beings. And he who devotes himself to accomplishing a work upon this personal human soul—that shall be for its essential welfare—undertakes a work that must be enduring and not brief; a work that must abide in its fruits when all the precarious enterprises of man, whereby he is surrounded, shall have come to their gradual or sudden termination.—*Rev. R. S. Storrs, D. D.*

## U. S. Commerce, 1876-7.

The report of Dr. Edward Young, Chief of the U. S. Bureau of Statistics, shows that the commerce

of the year ending June 30th, 1877, amounted to \$1,149,550,662, a sum which has been excelled only two or three times in the history of the Republic. For two or three years beginning with 1872, there was a larger volume of trade than this, but after the effects of the panic of 1873 had fairly extended to the corners of the country, commerce shrunk \$100,000,000, and it has not yet regained its full proportions. It is doing so rapidly, however, the figures given above being a gain of 1875 and 1876. The balance in favor of the United States on June 30th, was, in merchandise, \$151,913,482, and in coin, \$15,325,762, or a total of \$167,239,244. This is \$47,000,000 better than last year. The balance is not as large as expected, owing to the recent rise of prices in the United States, which has caused exports to fall off at the rate of several millions a week, and owing also to the increased imports of merchandise to replenish the stocks held by merchants which were getting low. The report is satisfactory, however, in the extreme, for it shows that the excess of exports of specie was only \$15,325,762 against \$40,569,621 last year; while the excess of exports of merchandise was \$151,913,482 against \$79,643,481 last year. Whatever the internal condition of the country, its foreign commerce appears to be healthy, and forms one of the cheering features of the business situation.

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A PROMINENT PHYSICIAN in Bellevue Hospital, New York, has remarked that painful operations can be performed much more easily on “flower days” than on any others. A patient will bear his sufferings without complaint if he has a bouquet of flowers to hold.

*For the Sailors' Magazine.*

### Alexander Selkirk, Jr.

About two years ago a ship arrived in the port of Liverpool from a voyage round the Horn. She arrived all well, but brought to port a strange specimen of humanity in whom many were interested and concerning whom some have asked more questions than can well be answered.

Pursuing her course along the Pacific, she came in sight of an island, to all appearances uninhabited, but from a signal energetically displayed, the sailors concluded that it was in possession. Approaching near the shore they discerned a man waving a friendly hand, and soon the boat was hoisted out and a landing effected.

A solitary young man bade them welcome. He was naked, healthy and speechless, fairly but not very strongly built, about twenty-two to twenty-five years of age, standing some 5 feet 9 inches in height, with an intelligent face and a rather dark complexion. The face of man and the hope of deliverance, seemed the twin pleasures of his soul, for here began a new chapter in his history, and perhaps the first marks on the page of memory.

A new born excitement fluttered in the breasts of the boat's crew, and a hundred questions came tumbling up like a man-of-war's crew suddenly beaten to quarters. Is he alone? where's his bunk, what did he eat, how did he live, how long has he been here, and how did he get here? A pause to anxious questions!

A hasty survey of the scene and a little dumb-show on the part of the only inhabitant brought out the fact that oysters on the beach and cocoa nuts inland were the two sources of subsistence, and with these results the oars were manned and the nameless passenger, without luggage or small change, took his seat in the sternsheets alongside the second mate; the good ship soon took on board her boat, and the islander was in the midst of friends.

From day to day the ball of wonder kept rolling in the minds of all hands,

and many a questioning look was projected into the eyes of the stranger to receive no satisfactory response. For here was the stubborn fact "there was no speech nor language," neither English nor any other. In memory of Alexander Selkirk (the original Robinson Crusoe) he was named after him; and Alexander was the subject of many a dream on deck and below. Some would have it, that, terrified by ill-usage he had slipped over the side one fine evening, and made for the shore. Others, that the good ship in which he sailed had been stranded and like the first Selkirk, he might say as Job's messenger said, "I only am escaped alone to tell thee." Others again would insist that he had been put on the island when a child, by persons who wanted to get rid of him; while others stripped the fact of his arrival on the island of all unkindness and put it down to accident. "Look here," said the boatswain one middle watch, as they walked the deck, "I think I have it! I thought of it yesterday as I was looking at the feet of Alexander, one of his heels is rather narrow in the transom, and I verily believe that a boat put ashore for water, and that Alexander pulled the bow-oar and being of a venturesome turn, he ran inland, and got his heel jammed between two stones; and after shouting a long time, and night coming on they were obliged to make for the ship, and a gale of wind coming on, they were obliged to gain an offing and could not fetch up again to look for him."

We must leave this busy crew, with their riddle unsolved. When we saw Alexander with our own eyes, his vocabulary numbered some six or seven simple words. Doubtless he is learning still from the busy tongues of another crew, for he went to sea again; but the question arises, will he ever be able to tell what befell him on the island? We hear men talk of pure thought, of consciousness, of memory; we ask of men better able to give an answer than ourselves,—will Alexander ever be able after he has learned our language, to relate his experience on the island? for "in human consciousness a certain thought always simultaneously produces the corresponding word; we can only think in conceptions and words for our thought is inward speech."\* If this can be sustained, then the memory of Alexander Selkirk, Junior, as far as his sojourn on the island is concerned, will remain a clean sheet of white paper for ever.

H. T. M.

\* Dr. Theodore Christlieb.

## The Sailor's Text.

### CONTRARY WINDS.

*"The wind was contrary."*—Matt. xiv. 24

Still a ruffled sea—"toiling in rowing." Contending against tide and tempest—the temptations and trials and sorrows of life. We may be tempted at times to say with aged Jacob, "All these things are against me;" or with Gideon, "If the Lord be with us, why hath all this befallen us?"

The disciples on the sea of Tiberias, who were struggling with "contrary winds," had this exalted comfort, that they had been sent into that stormy lake by their Divine Master; for we read, "*Jesus constrained them to get into the ship.*" What a consolation it is for us in our hours of tribulation, that they are all known to Jesus, and appointed by Him—that every billow rolls at His bidding! And where the discipline has fulfilled the great purpose for which it was sent, He will say, "*Peace be still! and immediately there will be a great calm.*" In spite of all trials and difficulties and temptations, let me manfully hoist my sails and steer for glory. "*He that endureth to the end, the same shall be saved.*"

*For the Sailors' Magazine.*

### The Sailor's Cause at the Maine General Conference.

The General Conference of the Congregational Churches of Maine held its fifty-first Annual Meeting in Calais, on Thursday preceding the fourth Wednesday in June (June 21st, 1877). We are pleased to notice that the AMERICAN SEAMEN'S FRIEND SOCIETY had a hearing by a brief address in its behalf, from Rev. SAMUEL C. FESSENDEN, of Stamford, Conn. Rev. Mr. Fessenden is a native of Maine, and was pastor of the First Congregational Church in the city of Rockland in that State, for nearly a quarter of a century, in which city many vessels were built and manned.

"There has been a time, Mr. Moderator, (said Mr. Fessenden) when, next to the Maine Missionary Society was the Seamen's Cause in the heart of this Conference. It was when in every principal town on our sea board were vessels building, and 'fitting out' for sea, manned by natives of Maine mostly, and our wharves were lively with the departure and arrival of ships carrying abroad our exports, and returning with the products of every clime.

"It was when almost every family connected with its associated churches, was

represented on the sea by a husband and father—a son or a brother; and the *Christian Mirror's* marine list was read with joyful or with tearful eyes, and prayer ascended from the family altar and from all our pulpits and in the weekly prayer-meeting for those who 'go down to the sea in ships, that do business in great waters.'

"But that time, alas! has passed; while the memory of those days lingers, not altogether in vain, I trust, to turn our hearts and prayers towards those, who 'for the Gospel's sake,' if not for their own sake, ought to be as dear to this Conference now as then.

"I know, it is said, that 'the race of genuine seamen, particularly in America, men who made the sea the choice of their lives, and were not forced upon it by natural worthlessness and failure in every other occupation, has nearly passed from existence.' Still, the seamen who man the American merchant ships at the present day, are not altogether 'the lowest outcasts of European nations, and deserters from foreign ships to secure the higher wages paid by our own, and without pride in their profession or hope in their lives.' I think, we should be astonished, did we but know, how many of our seamen now, even, come from families where there are no 'outcasts' only in the person of the wayward son, who would make himself an 'outcast' for a time, in the face of his dear mother's prayers and tears, to try 'life on the ocean wave,' and to become an officer at

length, if he did not find his way back a penitent, and heartily tired of the sea. And suppose it were otherwise; suppose 'it is now the rare exception to find a native born American sailor,' or that going to sea, he has to mingle with the class of men found in the forecastle, and 'that a large part of our officers and masters are foreign born, and the ratio increases every year,' ought we not, speaking after the manner of the Gospel, and not after the manner of men,—for this very reason, to have more to do for them and with them, than for any other class of men?

"About three millions of seamen in the world at the present time, and such seamen as we are told, they are; exposed to such perils on the ocean and on the land; from sixteen to forty-five years of age, and their average life on the sea only about twelve years, I ask, is there not all the more reason for unceasing efforts in their behalf? Are they not included among those to whom the Gospel is to be preached,—by Him who, walking by the sea of Galilee, called James and John, and they immediately left the ship and their father and followed him? Or suppose they 'abide in the ship,' and go in the ship to the isles of the sea, and to every country that can be reached by the 'path in the seas,' ought they not to be qualified, to become 'fishers of men'?

"I call your attention to the words of Rev. Dr. RICHARD S. STORRS, in his recent discourse before the AMERICAN SEAMEN'S FRIEND SOCIETY, so in accord, as we all know, with the teachings of the Bible.

"Remember, my brethren, that there is no Millennium for mankind, till the sailor has been christianized! No matter how many missionaries we send, we must make the sailor a servant of the Master, or we cannot enlighten the darkened peoples, and lift into purity the distant and the pagan lands!"

"It was the commerce of the old world, the coasting ships of Asia Minor, the galleys of Greece, the wealthy corn vessels of Alexandria, which carried the apostles and early missionaries to the celebrated cities and populous states, skirting that 'many nationed sea,' the Mediterranean. When,—and never until then—when the commerce of the world has become, through the work of this Society, and of others sympathetic with it, everywhere pervaded by the power of the truth, everywhere purified to the love and service of Christ the Lord, then the earth shall ring with the song of final jubilee; and then the heavens, glowing as of old, shall be filled again as once they were with that sublime angelic song which shall welcome anew the Son of God!"

"I am happy to say, that the Forty Ninth Annual Report of the AMERICAN SEAMEN'S FRIEND SOCIETY shows, that it

is, unostentatiously, but surely, doing its work, and with a richer and richer fruitage every year.

"These churches were known at its Council Board once, by Rev. Jonathan Greenleaf, a native of Maine, and once of the number of its pastors,—who was for many years the Secretary of the AMERICAN SEAMEN'S FRIEND SOCIETY,—doing its service in the vigor of his manhood, and nearly to the time when, he was gathered to his 'fathers in peace,' and 'buried in a good old age.'

"But there has never been a year, I believe, since the organization of this Society, in which Maine has not been represented in its Board by one or more of her sons: and to-day, RICHARD P. BUCK, Esq., that noble Christian merchant, is its President, whom the churches in Maine reluctantly gave up to a sister Brooklyn church. I trust, that he will be made to see, by the interest manifested in the Society of which we speak, that neither the Society nor himself, are forgotten by this Conference.

"The SAILORS' MAGAZINE for June reports nine churches only as contributing to the Treasury of this Society in the month of June. But there was contributed also, from Maine, the sum of eleven dollars by some one, as 'a thank offering.'

"Who knows but what it was an offering from one whose father or husband, or son, was converted through the instrumentality of the AMERICAN SEAMEN'S FRIEND SOCIETY?

"He left the house estranged from God—but returned in his 'right mind.'

'Let go the anchor, boys!' were the last words of a sea captain, whose boyhood brought us together in the same school, and where at the close of school boy days, we parted, the one to 'do business in great waters,' and the other to do his work 'on the dry land.' 'Let go the anchor, boys!'

"He thought he had reached port, and he was 'close in.'

"So, many a sailor, though well nigh shipwrecked, has at last reached the port, which is all our desire, through what this Society has done for his soul; and his soul is anchored there!"

### Sailors' Home—Historical.

The world is indebted to the AMERICAN SEAMEN'S FRIEND SOCIETY for the first Sailors' Home in this country. In July, 1833, the Board of Trustees con-

tracted for a lot on the upper corner of John and Cliff streets, with the view of erecting a suitable edifice for an office for the Society, a Reading-room and Marine Museum, and to furnish a more eligible location for the Seamen's Bank for Savings, the Marine Society and Bible Depository. The design was to make this spot a center around which every institution for the special benefit of seamen should gather. Prominent in this movement were Adrian Van Sinderen, Stephen Van Rensselaer, James Boorman, Anson G. Phelps, D. W. C. Olyphant, Horace Holden and David Leavitt. The last named only survives. To farther this object the Society was incorporated April 22nd, 1833.

In 1835 a donation of \$1,000 from Daniel Fanshaw induced the Board to make an additional purchase of land in order to include in the design a Sailors' Home. During the summer of 1840 John Street was widened by the City, which so much reduced the lots that the Trustees concluded to sell. James Boorman made a very liberal offer for the same, which was accepted. Under the presidency of Anson G. Phelps, Esq., a lot was purchased in Cherry street, 50 feet front by 175 feet deep. The State made a grant of \$10,000, which, with the amount on hand enabled the Trustees to pay the full amount of the purchase money. The success of two small houses rented by the Society for sailor boarding houses, stimulated the Trustees to take active measures to erect a suitable building on the lot thus secured.

The corner stone was laid on the 22nd of October, 1841, by the venerable Dr. Milnor, of St. George's Church, who exactly twenty-two years before had taken part in laying the corner stone of the Mariners' Church in Roosevelt street, the first in the world. The ceremony attracted a large concourse of philanthropists, merchants and friends of seamen. Bethel flags the flags of Societies, with the stars and stripes of our country, and of our father-land, decorated the spot

where the corner stone was laid. A hymn written for the occasion by Mr. C. A. Carter, of Newark, N. J., was sung to the tune of Old Hundred, beginning "Father in Heaven! incline thine ear." Rev. Henry Chase, of the Mariners' Church, offered prayer, when Rev. Spencer H. Cone, D. D., made some introductory remarks of a happy and appropriate character. He was followed by the Hon. Thomas Butler King, of Georgia, in a most polished and interesting address. Hon. Ogden Hoffman, the eloquent advocate of the New York bar, made the closing speech.

The building went up as rapidly as could be desired, the people having a mind for the work. It was furnished and opened on the 2nd day of May, 1842, under the Superintendence of Capt. Roland Gelston, and soon contained more than 100 boarders. He was succeeded by Capt. Edward Richardson, Capt. Matthew Sayre, Capt. Daniel Tracy, Richardson and Walford, and John H. Cassidy. For the last eight years Mr. Frederick Alexander has been Superintendent, with a wife whose whole heart is in the work. Their record shows marked success and usefulness.

It is over thirty-five years since the Sailors' Home, 190 Cherry Street, New York, was opened, and in that time it has accommodated more than 91,500 boarders. Hundreds of shipwrecked and destitute sailors have there found an asylum, and the Institution has saved to sailors, temporarily stopping there, over a million and a half of dollars. One of the most interesting features of the Home is the Family Worship, Wednesday and Saturday evening prayer-meeting, and other services in the Chapel. It has been the spiritual birth place of hundreds.

This building no longer affords the room needed to accommodate the seamen who claim it as their Home, from long association with its protection and comforts. The question is can it be enlarged and put in order so as to accommodate those who apply for admission, or shall a new Home be built that will more fully answer the purposes the Society had in view when it was established?

This question may be considered by the friends of seamen, in connection with the approaching Semi-Centennial of the Society, May 5th, 1878. L. P. H.

## WORK AMONG SEAMEN.

## CORRESPONDENCE, REPORTS, &amp;c.

## Sweden.

## HELSINGBORG.

(On S. W. Coast: Lat. 56° N., Long. 10° 30' E.  
from Greenwich.)

In April, May, and June, Rev. N. P. WAHLSTED pursued his labors for seamen, at Helsingborg, Rää, Wiken, Ullstorp, Malmo, Astorp, Hessleholm, Helsingor, and Rapenhamm.

## WARBERG AND WEDIGE.

(On S. W. Coast: N. Lat. 51° 15': Long. 10° 30'  
E. from Greenwich.)

CHRISTIAN CARLSSON, reporting for the second quarter of 1877, says: "Multitudes of hearers have assembled in our meetings, and the Spirit of the Lord has moved the hearts of sinners. Many have wept over their sins, and others have rejoiced in believing in Jesus. Everywhere the people show a great hunger for the Word, and cry—'Come to us.'"

## GEFLE.

(On Eastern Coast: N. Lat. 60° 45': Long. E.  
from Greenwich, 17° 15'.)

E. ERIKSSON reports that during April, May, and June,—"the Lord has done great things for us. Many prodigal sons have arisen and come back to their Father. I have labored in Gefle, Shutskar, Walbo, Sandwiken, Jarbo, Soderhamm, Enanger, Langvind, Ljusuc, Sandarne, Langvor, Marichell, Bergwick, and Asbacka. Everywhere the people received the Word with desire. The winter has been hard and long, this year, and navigation in the harbors of Norrland first opened on the 27th May. In Gefle, since that time, more than two hundred vessels have arrived; in the harbor of Soderhamm, more than five hundred. In G., Christians do something for the Sailor Mission;—but in S. nothing,—therefore I have stayed the most of my time in Soderhamm, and its vicinity.

"It has been encouraging for me that several Captains and mates have received the Word, willingly, and have aided me in assembling their crews for hearing the word of life. Some ungodly Captains have constrained their crews to visit our meetings, saying, if the people become Christians, they will be good laborers! I have lately met six Captains who are believing Christians, and they have helped me in my labor. One of them was converted two years ago, when I preached on board a vessel. Praised be the name of the Lord!

"When the Spirit blows over the field, it is lighter to reach sailors with the Word. They come into our meetings, and feel it sweet in the presence of the Lord. I have had the privilege of speaking with many inquirers during this quarter."

## BUTTLE AND WISBY, ON GOTHLAND.

(In Baltic Sea: between 56° and 57° N. Lat., between 18° and 20° Long. E. from Greenwich.)

Old JOHN LINDELIEU's health has been poor, of late, but such as permitted him, in April, May, and June, to visit on vessels and among seamen's families, to the full extent of the ability yet remaining in his old age. His soul plainly glows with love to CHRIST, and with the purpose to serve Him to the utmost of his strength.

## Denmark.

## RÖNNE.

(On the island Bornholm: N. Lat. 55° 8'; Long. E. from Greenwich, 14° 45'.)

Writing July 2nd, Rev. P. E. RYDING says that in April he labored on Amager, speaking to many hearers, for the Lord Jesus, and the tears were tokens that their hearts were convinced of the truth. "Some came to peace by faith, and are now rejoicing in the Lord's words:—

"where I am there shall my servants be." During May, he wrought with Mr. A. WOLLESON, at Copenhagen. "Sinners came to us begging we should pray for and with them." In June, he wrought on Bornholm, at Rönne and in the southern part of the island, specially in the harbor of Nexo. During the three months he visited 488 vessels, and 308 families, and used 130 religious books, with 1,168 pages of tracts.

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### Marseilles, France.

REV. H. S. BROOKS, who entered upon work for sailors, here, in 1874, has resigned the chaplaincy, going to the curacy of Wristle, near Chelmsford, in Essex County, England. The Rev. D. GOVETT is his successor.

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### Norfolk, Va.

REV. E. N. CRANE, Chaplain, visited 150 vessels in July. Sunday school was held as usual, the summer entertainment (Concert) occurring on the 12th.

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### Wilmington, N. C.

Bethel services were maintained by Chaplain KEEN, in July; and he visited 96 vessels, distributing 5,070 tracts, with other suitable reading matter.

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### Pensacola, Fla.

Chaplain CARTER's labors in July were in visitation of the Hospitals, and among the vessels of the "summer fleet." "The men seem to appreciate my visits, and take reading matter readily."

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### Delaware and Raritan Canal.

MR. C. R. SHIELDS' report for July is of much interest, and we print it in full.

"As there were five Sabbaths in this month, I have therefore been able to visit a greater number of boats than in any

previous month—in all 125; tracts distributed 3,600 pages; Scriptures, 47; religious papers, 81; SEAMEN'S FRIEND and LIEE BOAT, 250; also a number of cards, mottoes and magazines. The work has been unusually attractive. Perhaps it is due in part to the fact that I am becoming better acquainted with the ways of the boatmen, and know better how to approach them, but I have been received with more than usual kindness. I am sure the Lord is blessing the work.

"There are many who 'search the Scriptures,' and who are seeking the way of life. They converse willingly upon religious subjects, and seem eager to get all the life that they can. Some, a very few, attend services at the stations where they stop over Sabbath. Others complain that when they go to church they are treated as 'tramps,' or 'loafers,' and sometimes 'chased from pew to pew' till they have determined that they will not go again unless they can find some place where they will be treated with respect. I have heard from them many words in commendation of the SEAMEN'S FRIEND SOCIETY, for the interest which it takes in seamen, the Bethels provided for them where they can attend services on the Sabbath and feel at home, their kindness in sending out missionaries to talk with them, furnish them reading matter for the Sabbath, &c., &c.

"It is very seldom that I meet with a boatman who is not glad to get something to read. They often say that they had been wishing for something of the kind, and that the Sabbath seems so long when they have nothing to read. I have taken care to collect papers every week, so as to let them have those of the latest dates. Even Catholics who have evidently been instructed by their priest not to receive tracts or Testaments will often take a religious paper. I find that the children are especially delighted with Sabbath-school papers, mottoes, &c., and through them I often find an easier access to the parents.

"I have received testimony from various sources as to the beneficial effects of the work upon the morals of the boatmen. I have been told that several years ago some of the boatmen would not allow a Missionary on their boats at all. One farmer told me that the boatmen were not 'one sixteenth part as rough as they used to be.' I trust and pray that the leaven will continue to work until the whole lump is leavened."

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### England.

LONDON.

The last Annual Report of St. Andrew's Waterside Mission says that a new feature in their work for sailors for 1876 was the issue of maps or plans of towns, so that seamen can be welcomed on arrival with a friendly greeting, and a guide to Church, Sailors' Home, &c., &c. Maps of all the Dock districts of the ports of London, of Genoa, Naples and Bordeaux, have been published by the Mission, and are greatly appreciated by sailors; other ports will be added from time to time.

"*Word on the Waters*," for July, 1877, published by the English "Missions to Seamen," speaking of the practical labor of one of the Mission Readers, says: "He rises at 4 a. m. to serve out cocoa to bargemen, and those employed in discharging cargoes of steam colliers. This he does until 8 o'clock, then goes home and has his breakfast, and subsequently does a good day's work in visiting the barges and collier steamers. Another Reader, single-handed, maintains a constant warfare with the crimps, in rescuing sailors out of their hands, and bringing them to the Sailors' Home and the Institute."

The "Missions to Seamen" now sustains in its work fifty-one clergymen and laymen wholly engaged in its service.

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### DEVONPORT.

The last monthly number of *The Christian* reports Miss Weston's address

concerning her "Sailors' Rest and Institute" at D., made in connection with the Missionary Meetings of the Mildmay Conference, in June last. It is a building where she carries on her work for the bodies and souls of seamen. "By faith and prayer, Miss Weston raised £6,000; bought the premises, and fitted them up; they have been crowded,—so much so that the need is imperative to double them. One hundred and fifty-seven thousand have visited the refreshment-bar, where no intoxicants are served; nearly 11,000 have slept under the roof; about 100,000 have attended the services in the little hall. A missionary and two Bible women are kept, together with an organist and a leader in choir. A large staff of workers give their help voluntarily, meetings being held every evening, together with a daily prayer-meeting." Miss Weston sends 8,000 printed Gospel letters every month, to all parts of the world.

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### Demerara, British Guiana.

"The great event of 1876," says the Report of St. Andrew's (London, Eng.,) Waterside Mission, "was the opening of the Sailors' Home, in connection with the Mission. A trial of nine months has proved that it was needed. We have had as many as three hundred and fifty *bona fide* sailors in it."

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### From the Life Saving Stations.

Many letters of thanks for the SAILORS' MAGAZINES sent regularly from our Rooms, to the U. S. Life Saving Stations, continue to be received.

"Reading matter is highly appreciated along the coast," writes J. G. W. HAVENS, Superintendent of the Fourth District of the Stations, at Bricksburg, N. J.—"Accept our best thanks: I have read them with interest and pleasure," says J. J. CONNER, Keeper of Station No. 3, District No. 5, at Green Run, Md.

"They shall be carefully used, and lodged in our Library. They will greatly aid in passing away many lonely hours

on our almost isolated beach." This testimony is from HENRY F. CHAMBERS, Keeper of Station No. 16, 4th District, at Waretown, N. J.—JOHN M. RICHARDSON, Superintendent District No. 1 writes from Auburn, Me.—"Reading matter of all kinds is eagerly sought for. The better the kind of matter put into their hands, the better is it for the men, and where the men have plenty of it, the less likely are they to get discontented and into mischief. At the best, after a while, life at a Station gets to be monotonous, and where the men are remote from any town, as for instance, Life Saving Station No. 3 in this District is in Bronney's Island, six miles from the mainland,—the time passes slowly, and all such aids as the SAILORS' MAGAZINE are gladly received."

W. W. ELDREDGE, Keeper of Station No. 28, 4th District, at Atlantic City, N. J., sends not only his thanks for the MAGAZINES, but adds:—"I feel that I would like to put a drop in the bucket, therefore please accept \$2 to be used as you think proper in sending reading matter to Life Saving Stations, or to other places."—From W. C. KNOX, Keeper of Station No. 6, Ninth District, at Vermilion Point, Lake Superior, Mich., comes the following: "Isolated as we are, sixty miles from Sault St. Marie, the nearest settlement, on a barren shore, with plenty of leisure time, to be more profitably spent in reading than in card playing,—*I would be truly thankful for one of your libraries, which, in God's Providence, I trust, might, in due time, prove to be a great help to the conversion of some of the men.* Hoping that the God of Heaven will aid you in all your enterprises, I am, &c."

Who of our readers will enable us to answer this "Macedonian cry?"

FREEMAN CHUTE, Keeper of Station No. 2, Ninth District, at Ottawa Point, Mich., on the same lake, expresses his hearty appreciation of the MAGAZINE, and so do WILLIAM C. NEWCOMB, Keeper of Station No. 9, District No. 2, at Wellfleet, Mass., with JARVIS B. RIDER, Keeper of Station No. 23, District No. 4, at Short Beach, N. J., for themselves and their crews; as also Keeper A. H. MYERS, of Station No. 1, First District, at Quoddy Head, Me.

The last letter to be noticed is that of Keeper A. H. WEST, from Station No. 3, 4th District, at Seabright, N. J. He writes:—

"They will be much prized by my crew, when they come to read them, in the lonely and dreary hours of winter. Therefore please accept my best thanks for your gift. May God speed the good work, and crown it with glory!"

### Advices from Rev. S. H. Hall, D. D.,

Our Corresponding Secretary, received at our Rooms, are to 30th July. His passage across the Atlantic was an unusually agreeable one, both as to weather and company. Sunday, the 24th June, he preached in the *Idaho's* main saloon. He has transmitted to us a sermon of Rev. CHARLES H. SPURGEON's, which, by special permission of its author, we expect to reprint in the SAILORS' MAGAZINE for October.

At Antwerp, Belgium, eve. of Sabbath July 29th, Rev. Dr. Hall preached in the New Sailor's Institute and Bethel, his sermon being the first of a series of observances which have been arranged by Chaplain MATTHEWS, in connection with the first anniversary of its completion. He speaks with highest praise of good service rendered to the seamen's and to all other noble causes by U. S. Consul WEAVER, at Antwerp. And he adds in closing his letter:—"My course is now via Rotterdam and the Hague to Hamburg, and thence to Copenhagen, where I have appointed to meet several of our Missionaries in that vicinity. I am very sure that such a visit as I am now undertaking, is not a day too soon. I am getting much important information, and shall be able to advise our Board with a larger intelligence than could have been secured by any possible correspondence whatever."

### Rewards for Life Saving.

Two seamen, one American and one British, have recently received testimonials to humanity in saving imperilled lives at sea,—in England. Capt. Foster, of the bark *Acme*, of Pictou, N. S., was presented with a valuable gold watch and

chain by J. W. Carmichael, M. P., on behalf of the President of the United States, for gallant conduct in rescuing the crew of the American schooner *Rhodes*, in January last. Mr. Pierrepont, U. S. Minister at London, has also received a gold watch for Capt. Gifford, of the American whaler *Young Phenix*, presented by nine survivors, and friends of the survivors, of the British emigrant ship *Strathmore*, which was wrecked in the South Pacific. Capt. Gifford rescued the survivors of the wreck, supplied them with clothing, and treated them with great kindness, as will be well remembered by the readers of the SAILORS' MAGAZINE for February, 1877. The recognition of such acts of gallantry is becoming to both governments.

### Seamen's Library Work Extending.

By the last yearly Report of St. Andrew's Waterside Mission, London, Eng., we see that their work in supplying libraries to ships has so grown on their hands,—“sometimes ten to fifteen libraries being sent out in a week”—that they have lately secured a depot for books and for sending libraries at City Chambers, London, contiguous to Fenchurch street Station.

From the Victoria Docks Branch of this Mission, the principal sailor boarding-houses “have been supplied with libraries, which have been well used and remain in good condition.”

### The Volume of Good

Which may be accomplished by one of our Loan Libraries is very forcibly impressed by the statements on page 286 of the LIFE BOAT published with the present number of the MAGAZINE. There it appears that Library No. 3,022, sent out in 1869, from our Rooms at Boston, Mass., came back there, for the first time, in July last,—*having been at sea eight years, and been read, in that time, by 550 men.*

*From The Sanitarian, August, 1877.*

### Sailors.

The last annual report of the U. S. Marine Hospital Service\* displays in a marked degree, the criminal neglect of means for the protection and preservation of the health of seamen, and the importance of this branch of the public service. A ship, if properly constructed, kept clean and well ventilated, is a healthy abode; but no one can read this report, or the preceding reports from the same service, without being appalled by the prevalence and fatality of diseases among seamen, which even the most ordinary care would wholly avert. People generally fail to realize that persons on board ship are more at the mercy of those who regulate and control it, than are the criminals of a penitentiary to the turnkey. Hence, so long as captains and ship-masters are no better than other men, circumstances sometimes arise in which they need a common master, who has an equal regard for the health and lives of all. Laws have been enacted for regulating the structure, management and cleanliness of vessels of every class, requiring an abundance of wholesome food and water, etc., the carrying out of which is wholly inconsistent with the dreadful mortality which commonly infests them, while the weakly constitutions which characterize many young sailors, from occupying the pestiferous sinks—the unventilated, and commonly damp and filthy sleeping quarters—is nothing less than a stunting process, blunting their sensibilities, and fitting them for the low-lived associations of the grog-drinking dens which wait them on shore. And, as if in mockery of such calamity, “medicine chests” are required—required at the caprice, and under the direction, of any speculator in drugs and quack medicines, with only an equal care for the health of ships’ crew as the captains who accept and follow out their directions. Is it any wonder that, under such conditions, of all the diseases treat-

ed in the Marine Hospital Service, certain disorders furnish the largest proportion; that of the total mortality 18.6 per cent. die of consumption; that 30 per cent. of the entire category of the diseases to which the sailors are subject is preventible! These are examples of the unwholesome truths brought to light by the reports of the Marine Hospital Service, to say nothing of the suffering incidental thereto, and casualties and shipwrecks consequent upon habitual short-handedness from disabled seamen. These evils suggest their remedies, and Congress will do well to promptly confer the needful authority on the chief of the Marine Hospital service and his efficient corps, to establish and maintain such regulations in this regard as the service so eminently needs.

\* Annual Report of the Supervising Surgeon-General of the Marine Hospital Service of the United States, for the Fiscal Year, 1875. John M. Woodworth. M. D. Washington: Government Print, 1876.

### Sailors' Home, 190 Cherry Street.

Mr. F. ALEXANDER, Superintendent, reports one hundred and eighteen arrivals at the HOME, during the month of July, 1877. These men deposited with him, for safe keeping, the sum of \$710, of which \$100 was sent to the Savings Bank, and \$363 to relatives and friends,—the balance being returned to depositors.

Fifteen men were shipped without advance during the month, and three were sent to the Hospital.

### Position of the Principal Planets for September, 1877.

MERCURY is an evening star until the evening of the 26th, at 6h. 21m., when it is in inferior conjunction with the Sun; is in conjunction with the Moon on the morning of the 9th, at 2h. 47m., being 9° south; is stationary among the stars in Virgo on the evening of the 10th at about 10 o'clock.

VENUS is an evening star, setting on the 1st at 7h. 42m. and south of West 5° 0'; is in conjunction with the Moon on the evening of the 9th, at 8h. 26m., being 4° 37' north.

MARS crosses the meridian on the 1st at 32m. past midnight, being then 11° 49' south of the equator; is in opposition with the Sun on the afternoon of the 5th at 6h. 44m., when it is at its greatest brilliancy; is in conjunction with the Moon on the 20th at 2m. before midnight, being 6° 48' south.

JUPITER crosses the meridian on the afternoon of the 1st at 6h. 49m., being then 23° 13' south of the equator; is in conjunction with the Moon on the 14th, at 25m. past noon, being 4° 55' north; is in quadrature with the Sun on the afternoon of the 17th, at 2h. 47m., at which it is considered an evening star during the remainder of the month.

SATURN crosses the meridian on the 1st at 36m. past midnight, being then 6° 58' south of the equator; is in opposition with the Sun on the forenoon of the 9th, at 9h. 21m., when it is at its greatest brilliancy; is in conjunction with the Moon on the forenoon of the 21st at 10h. 26m., being 4° 2' south.

New York University. R. H. B.

### Marine Disasters in July, 1877.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the month of July is 24, of which 15 were wrecked, 1 abandoned, 1 burned, 5 sunk by collision, 1 foundered, and 1 is missing. The list comprises 5 barks, 4 brigs, and 15 schooners, and their total value, exclusive of cargoes, is estimated at \$220,000.

Below is the list, giving names, ports, destinations, &c. Those indicated by a *w* were wrecked, *a* abandoned, *b* burned, *s* sunk by collision, *f* foundered, and *m* missing.

#### BARKS.

Ida F. Taylor, *m.* from Newcastle, N. S. W., for Hong Kong.  
Clio. *a.* from Darien for Fleetwood.

Sterling, *w.* (At Salt Pond, Africa.)

Horatio Sprague, *b.* (At Montevideo.)

Nereid, *w.* from Boston for St. John, N. B.

#### BRIGS.

Harry, *w.* from Porto Rico for New Haven.

Avance, *w.* from New York for Bilboa.

Torrid Zone, *w.* from Port au Prince for St. Marc.

La Creole, *w.* from New York for Curacao.

## SCHOONERS.

Anna Maria, <i>w.</i> (Fisherman.)	
Addie Blaisdell, <i>w.</i> from Philadelphia for Charleston.	
Ceylon, <i>w.</i> from Brewer, Me., for Boston.	
M. M. Pote, <i>s c.</i> from Philadelphia for Salem.	
M. P. Hudson, <i>f.</i> from Lingan, C. B., for Providence.	
Sea Dog, <i>s c.</i> from Port Johnson for Boston.	
Mary, <i>s c.</i> from Port Johnson for Boston.	
Excelsior, <i>w.</i> (At Honduras.)	
Two Sisters, <i>s c.</i> from Greenport, L. I., for New York.	
W. S. Scull, <i>w.</i> from Charleston for Weymouth, Mass.	
A. M. Aldridge, <i>w.</i> from Perth Amboy for Boston.	
Evergreen, <i>w.</i> from Portsmouth for St. John, N. B.	
H. E. Wellman, <i>w.</i> from Boston for Machias.	
Wm. Hunter, <i>s c.</i> from Galveston for Bremen.	
C. C. Pettingill, <i>w.</i> (Fisherman.)	

The *Bureau Veritas* publishes the following statistics of vessels of all nationalities, reported lost during

JUNE, 1877.

*Sailing Vessels*—28 English, 27 Danish, 20 American, 14 French, 8 German, 6 Italian, 4 Norwegian, 2 Dutch, 3 Peruvian, 2 Spanish, 2 Portuguese, 2 Swedish, 13 of which the nationality is unknown; total, 131. In this number are included 47 vessels reported missing.

*Steamers*—3 English, 1 American, 1 Spanish, 1 French.

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## Receipts for July, 1877.

## MAINE.

Biddeford, 2nd Cong. church..... \$ 14 39

## NEW HAMPSHIRE.

Bristol, Cong. church.....	1 29
Concord, South Cong. church.....	10 50
Fitzwilliam, Cong. church.....	14 00
Keene, Band of praying women for a library.....	20 00

## MASSACHUSETTS.

Andover, West Parish Seamen's Friend Society, to const. Mrs. Susan G. Merrill and Mrs. Martha A. Russell, L. M's.....	60 00
South Cong. church.....	34 17
Auburndale, Cong. church.....	51 14
Curtisville, Cong. church.....	7 00
East Douglas, Cong. ch., \$20 for liby.....	42 80
Fall River, Central Cong. church.....	81 66
Falmouth, Cong. church.....	21 00
Fitchburg, Rollstone Cong. ch. S. S., for libraries.....	40 00
Foxboro, Cong. church.....	22 58
Greenfield, Wm. Merriams.....	2 10
Hinsdale Cong. ch. S. S., for liby.....	20 00
Lowell, Kirk St. Cong. church.....	43 16
Millbury, 1st Cong. church.....	11 64
Newbury, 1st Cong. church.....	13 09
Plymouth, Cong. ch. of the Pilgrim age.....	25 30
Raynham, Ella Mann.....	1 00
South Wellfleet, Cong. ch., for liby.....	20 00
South Weymouth, 2nd Cong. ch., to const. Mrs. S. C. Hunt, L. M.....	30 00
Wakefield, Cong. church.....	31 85
Weymouth, Cong. church.....	21 00

## RHODE ISLAND.

Providence, Union Cong. church.... 100 00

## CONNECTICUT.

Berlin, 2nd Cong. church.....	6 29
Goshen, Miss Ociee Wadham's S. S. class, for library.....	20 00
Greenwich, Sarah Mead.....	15 00
Oliver Mead.....	10 00
Guilford, 1st Cong. church.....	6 00
Hartford, C. C. Lyman, for lib's.....	100 00
New Haven, 3rd Cong. ch., to const. Starr H. Barnum, L. M.....	30 08
New Milford, Cong. church.....	22 09
Norfolk, S. S. Cong. ch., \$35 61 for lib's, and the church \$70 to const. Rev. John F. Gleason, Joseph B. Eldridge, L. M's.....	105 61
North Haven, Cong. ch. S. S., for the Hattie E. Blakeslee Mem'l lib'y.....	20 00
Plantsville, Cong. church.....	19 16
Salisbury, Cong. church.....	40 00
Washington, Cong. church.....	10 17
Westbrook, Elihu Chapman, to const. Mrs. Susan Stevens, L. M., \$30.....	40 00
West Haven, Cong. ch. S. S., \$20 for library.....	26 95
West Suffield, Cong. church.....	2 00
Whitneyville, Cong. church, in part L. M.....	22 25

## NEW YORK.

Adams Basin, M. E. church.....	1 74
Buffalo, Sidney Sheperd.....	100 00
H. H. Hale.....	25 00
Byron, Pres. church.....	8 38
Mrs. Cash.....	2 00
Canajoharie, Ref. church.....	10 00
Huntington, 1st Pres. church.....	28 01
Kinderhook, Ref. church.....	64 79
Livonia, Pres. ch., of wh. \$20 for lib., from Joel Stone, <i>in memoriam</i> Miss Estella Stone.....	31 86
New York City, Capt. Stetson, ship <i>Corsica</i> .....	10 00
Capt. Forbes, bark <i>Cyclone</i> .....	8 00
Estate William H. Wilkie, per Jas. Wilkie and Joseph P. Lestrade, Ex's.....	250 00
John Dwight.....	100 00
Collegiate Ref. church.....	53 21
Theodore Roosevelt.....	50 00
Benjamin F. Butler.....	25 00
Edwin Mead.....	10 00
J. F. T.....	5 00
New York Mills, Pres. church.....	10 00
Rochester, Brick Pres. church.....	55 00
Rome, M. E. church.....	10 00
Bap. church.....	8 60
Welch church.....	3 24
Welch Cong. church.....	1 30
Saugerties, Ref. church, of wh. J. B. Sheffield, \$30; W. R. Sheffield, \$20 for the Helen Sheffield lib'y, and S. S.; \$20 for the Belle Pidgeon Mem'l library.....	115 96
Utica, South St. M. E. church.....	4 43
Bap. church, for library.....	20 00
Vernon, Union Meeting.....	4 53
Bap. church.....	1 05
Vernon Center, Pres. church.....	4 52
M. E. church.....	2 75
West Bloomfield, Cong. church.....	24 42
Whitesboro, Bap. church.....	12 48
Wyoming, S. S. 1st Fres. church.....	9 44

## NEW JERSEY.

Atlantic City, Wm. W. Eldridge.....	2 00
Caldwell, Pres. church.....	17 00
Flemington, Wm. P. Emery.....	10 00
Newark.....	1 00
Plainfield, Miss Eva Hart, for three libraries.....	67 50

\$2,403 48



Cast thy bread upon the waters: for thou shalt find it after many days.—Ecc. 11: I.

### LOAN LIBRARY REPORTS.

WHOLE NUMBER OF LOAN LIBRARIES SENT TO SEA, TO MAY 1ST, 1877, 5,866; RESHIPMENTS OF SAME 4,678; NO. OF VOLS., 290,856; ACCESSIBLE TO 234,468 SEAMEN.

During July, 1877, sixty-five loan libraries, twenty-three new (of which sixteen are yet to be assigned), and forty-two refitted, were sent to sea from our Rooms at New York and Boston. The new libraries were Nos. 6,136 to 6,153, inclusive, at New York; and Nos. 4,867, 4,868, 4,869, 4,870 and 4,871, inclusive, at Boston. Preceding any of these, we print, herewith, the record of assignment of twenty new libraries previously sent out, and hitherto reported in the LIFE BOAT.

No. of Library.	By whom furnished.	Where placed.	Bound for.	Men in Crew.
6046..	S. S. Cong. church, Norfolk, Conn....	Ship Coldstream.....	Shanghai.....	20
6047..	S. S. Ref. church, Saugerties, N. Y., for Belle Pidgeon Mem'l Library.....	Bark Lillian.....	Havre.....	12
6048..	Miss O. Wadham's S. S. class, Cong. church, Goshen, Conn.....	Ship Alexander.....	Bremen.....	16
6049..	S. S. Cong. church, Hinsdale, Mass....	Bark Queen of the Seas.....	Bombay.....	12
6050..	S. S. Cong. church, West Haven, Conn.	Bark Mary Hogarth....	Lehorn.....	13
6051..	S. S. Bap. church, Utica, N. Y.....	Ship Young America....	San Francisco.....	34
6057..	Joel Stone, Livonia, N. Y., <i>in memo-</i> <i>riam</i> Miss Estella Stone.....	Ship Gen'l McClellan....	" " .....	27
6058..	"A Friend," Gravesend, L. I.....	Bark Revello.....	Genoa.....	14
6060..	C. C. Lyman, Hartford, Conn.....	Bark Atlantic.....	Barbadoes, 11 men and 6 passengers.	
6070..	Children's Miss'y Society, 1st Pres. ch., Morristown, N. J.....	Bark Commerce.....	Gibraltar.....	14
6071..	C. C. Lyman, Hartford, Conn.....	Ship Messenger.....	Anjier.....	25
6072..	" "	Bark B. F. Watson.....	Shanghai.....	12
6074..	Children's Miss'y Society, 1st Pres. ch., Morristown, N. J.....	Bark Capri.....	Queenstown.....	17
6076..	C. C. Lyman, Hartford, Conn.....	Ship W. J. Lewis.....	Valparaiso, S. A.....	16
6077..	" "	Ship Calcutta.....	Liverpool.....	20
6078..	Mrs. J. J. Armstrong, Jamaica, L. I....	Bark Bristol.....	New Orleans and Europe.....	
6084..	S. S. Cong. church, Norfolk, Conn....	Ship Anna M. Smull....	San Francisco.....	14
6133..	Jonas M. Libbey, New York City.....	Ship Trimountain.....	Callao, S. A.....	22
6134..	" " " " " " " " .....	Bark Chattanooga.....	Bombay.....	17
6135..	" " " " " " " " .....	Bark Estella.....	Rio de Janeiro....	13
4867..	Cong. church, East Douglas, Mass....	Bark Edward May.....	Melbourne.....	15
4868..	Band of Praying Women, Keene, N. H.	Ship Iceberg.....	Madras.....	24
4869..	Cong. church, South Wellfleet, Mass....	Ship Belle.....	Liverpool.....	25
4870..	Rollstone church, Fitchburg, Mass....	Bark Alice.....	" .....	9
4871..	" " " " " " " " .....	Bark Niphon.....	Melbourne.....	15
6136..	Jonas M. Libbey, New York City.....	Bark J. A. Borland....	Adelaide.....	15
6139..	" " " " " " " " .....	Bark S. R. Lyman.....	New Zealand.....	17

The forty-two libraries refitted and re-shipped were:

No. 608, on schr. *W. Thompson*, for Porto Rico; No. 1,419, on brig *Alice*, for Honduras; No. 2,115, on brig *R. B. Gove*, for Havre; No. 2,659, on schr. *M. A. Pike*, for Lubec; No. 3,590, on brig *O. E. Cleary*, for Barbadoes; No. 3,657, on brig *Glance*, for Bermuda; No. 3,805, on schr. *H. E. Smith*, for Martinique; No. 3,825, read with interest, gone to Cadiz, on brig *Eugenia*; No. 3,931, on brig *E. H. Williams*, for Montevideo; No. 3,946, books read by several crews, with good results, gone to Martinique, on brig *D. Trowbridge*; No. 3,959, on brig *C. Purves*, for Dunkirk; No. 4,057, on schr. *F. Richardson*, for Key West; No. 4,150, on brig *H. H. Monroe*, for London; No. 4,354, on brig *M. M. Williams*, for Mexico; No. 4,393, on schr. *E. S. Powell*, for Europe; No. 4,406, on brig *Belle*, for Europe; No. 4,426, on brig *G. Burnham*, for Porto Rico; No. 4,630, on schr. *M. R. Cuza*, for Pernambuco; No. 4,636, on bark *H. Knight*, for Leghorn; No. 4,660, on bark *Assyrian*, for Cadiz; No. 4,763, on brig *L. Thurlow*, for Leghorn; No. 5,001, on bark *County of Richmond*, for Pernambuco; No. 5,220, on schr. *J. J. Harris*, for Key West; No. 5,584, on bark *Wallace*, for Australia; No. 5,632, on brig *Odorilla*, for Genoa; No. 5,701, on brig *Delma C.*, for Annapolis; No. 5,732, on brig *Kate*, for Gibraltar; No. 5,748, on schr. *E. Harwood*, for West Indies; No. 5,767, on bark *E. White*, for Trinidad; No. 5,772, on brig *S. A. Snow*, for Demerara; No. 5,788, on schr. *O. M. Merritt*, for Para; No. 5,795, on bark *A. F. Crosby*, for Montevideo; No. 5,802, on brig *J. McLeod*, for Cuba; No. 5,839, on brig *A. R. Stover*, for Montevideo; No. 5,857, on schr. *S. D. Ray*, for St. George.

No. 1,404, returned, at Boston, in good condition, the books read with much interest,—gone to the Grand Banks.

No. 3,022, was put on board ship *Andrew Jackson*, in 1869, at Boston, and returned for the first time, much used, in

July, 1877, having been eight years on board, and read by 550 men. Gone to sea on schr. *J. B. Atchison*, 7 men, coasting.

GRATEFUL.

No. 4,377.—

BOSTON, MASS., 30th July, 1877.  
To the American Seamen's Friend Society:—

Again I have the happiness to write you a few lines and return my thanks for the use of your library, which you kindly sent on board the schr. *C. E. Moody*, last April. I am also happy to tell you that the reading of the good books has done wonderful good to myself and my crew. I beg leave to retain the library for a few months longer, as I am now going on the coasting business, for awhile.

I remain, gentlemen,

Yours very truly,

J. L. EASTMAN.

No. 3,943,\* returned, at Boston, from schr. *Helen Maria*, and gone to sea in good condition on schr. *H. Mosley*, for West Indies; No. 4,202,† returned in good condition, and gone to West Indies, from Boston, on schr. *Helen Marcy*, Capt. Luke; No. 5,720,‡ returned, at Boston, with four books missing, much used, gone to West Indies, on bark *Western Sea*, 10 men, in care of Capt. Chisholm; No. 3,295,§ returned, at Boston, from brig *Lisabel*. The Captain was lost overboard during the voyage,—books all read by all the crew,—gone to sea on schr. *N. O. Wellington*, Capt. Rich, coasting.

\* Contributed by S. S. Cong. church, New Preston, Conn.

† Contributed by S. S. Plymouth church, Brooklyn, N. Y.

‡ Contributed by Atlantic Ave. Mission S. S. Brooklyn, N. Y.

§ Contributed by Missionary Association, 1st Pres. church, Morristown, N. J.

### A Boy's Life on a Man-of-War.

BY A NAVAL OFFICER.

A man-of-war is a world of wonder and romance to a boy. Everything about it has a charm for him. The imposing hull, hundreds of feet long; the mazy network of rigging; the frowning battery; the officers, in trim, flashing uniforms, pacing the decks and giving orders to the active men,—these bring his curiosity and admiration to the highest pitch. In looking upon it all he feels that he would like to go with it to the ends of the earth.

It was a rare event in the life of the boy about whom I am to write, when he came to live on board such a ship. Unlike most boys in naval vessels, he was under no restraint, having no drudgery and but little work to do. His father, a captain in the navy, when ordered to command the ship, brought his little son with him to teach him the ways of sailor life. The boy was named after Admiral Porter, and he loved the sea,

The ship to which he came lay, at the time of this writing, in one of New England's most beautiful harbors. From the shore, she presented a fine appearance. Her freshly painted hull shone like enamel in the bright sunlight, and her yards and spars glistened almost like marble shafts. Sixty massive guns projected from her ports, and hundreds of officers and men filled her decks and rigging with life and movement. The American Navy could boast of no more stanch and handsome frigate. Besides, she had a history. She was one of the ships present at the capture of Fort Fisher during the late war, when her bows were badly shattered. That she had been in battle, covered her with glory in the eyes of our young friend, and he stepped on board proudly and reverently.

Before many days, Porter had gained a good knowledge of the ship and of the routine of life on board, and had made many warm friends among the men. They explained the use of everything he saw, and told him such sea "yarns" as only old man-of-war's men can "spin." He followed the sailors aloft, and with the machinists and firemen visited strange depths, where he spent much time wondering at the huge machines and furnaces.

Dressed in woolen from head to foot, with not even a penknife in his pocket, he went into the magazine. In entering such a store-room of gun-powder, not even cotton clothes may be worn, and no metal in any shape is allowed about the person. The magazine was lighted from without by a lantern shining through thick glass. The powder was stored in little closets on either side, so made that in case of fire they could be flooded in a moment. Airtight tanks contained in other tanks, with the space between lined with packing, held the powder. Had one of the tanks fallen into a moderate fire, it could have been easily gotten out before the flames should have reached the powder. The need of all this precaution was ex-

plained to Porter, and after this visit to the magazine he had but little wish to play with gunpowder.

It was not long before Porter could describe the different parts of a ship as easily as he could the rooms of his father's house, and then he turned his attention to the men. On a man-of-war, the crew is arranged into divisions, watches, and messes, each man knowing to which he belongs, as well as a boy knows his classes in a school. It took Porter some time to learn these; but at length he became familiar with them all, and even knew the duties of the petty officers, from "Jack-of-the-dust" to the captain of the main-top.

So well were the men drilled that in the least possible time each one could be at his post. They had been trained so as to be ready for all sorts of events. Sometimes, at night, the cry of fire would ring through the ship, and in a few moments every pump would be hard at work, and every pipe spouting water furiously. This was done to prepare the men for prompt action should a fire really break out. At other times the men would be aroused at dead of night, to fight sham battles, and then volley after volley would shake the sea, and to vessels sailing near, a terrible sea-fight would seem to be taking place. Of course Porter joined in these occasions with the utmost enthusiasm.

Every war-vessel of any size has a marine-guard. The men making up this guard are sea-soldiers. They wear the uniform of United States' soldiers, but do duty in the navy. They are a dread to would-be mutineers; for in all their history marines have never been known to join in a mutiny. The showy appearance of these men, in full uniform, under the command of a dashing officer, captivated Porter's fancy, and he longed to join the guard. His father let him do this, had a little uniform made for him, and gave him a small rifle and knapsack. Thus equipped, Porter proudly took his place in the ranks, as much according to regulation, as he thought, as any man of the company. No one ever told him that he was not regularly enlisted and actually in the United States' service.

In a few weeks, Porter could drill, and did well on parade. He insisted, from the first, upon being assigned to the usual duties of marines; and while at his post he was as grim as the oldest veteran, permitting no familiarity from any one—not even from lady friends who



“ON GUARD.”

might come to visit the ship. Porter shirked no duty on account of its hardship. Indeed, he seemed rather proud of being called on to do hard or unpleasant work. On cold days he would stand and drill, with only thin gloves to hold his rifle, and he would patrol the decks with his hands so numb that he could scarcely handle the weapon. Only when on the sick-list would he yield his place to a fellow-marine.

At times, some of the guard would come on board “tipsy” from leave ashore, and would have to sober off in the “brig”—the ship’s prison. So, on one occasion, Porter feigned to be tipsy, claimed his right to be put in the brig, and was led to prison by the master-at-arms, while the crew pretended to be awfully shocked! On pay-days Porter would appear with the men to receive his month’s “salary,”—ten silver dimes, which, in his eyes, counted as ten dollars. Part of his money went to pay his “mess-bill,” and what remained went anyhow.

In one thing Porter greatly excelled,—true courage, and what always goes with it,—fortitude. Like other boys, he was always meeting with accidents. Once he fell overboard, and was rescued

with difficulty; another time, he fell and broke his arm. Afterward, by exposure, he became very sick, so that his life was almost despaired of. Yet not a word of fear or complaint did he utter. One day, he cut three of his fingers so badly that the ship’s surgeon at first thought they would have to be amputated. His mother and sister were much frightened, which seemed to move the boy a good deal, and looking up to his father, he said, “This is no place for women, is it, papa?” And while the surgeon sewed up the wounds Porter did not even whimper.

For good conduct, Porter was promoted time after time, until now he is sergeant of marines and still actively employed on one of the finest ships in the American navy.—*St. Nicholas for July.*

#### American Seamen’s Friend Society.

R. P. BUCK, President.

Rev. S. H. HALL, D. D., Cor. Sec. & Treas.

L. P. HUBBARD, Financial Agent.

#### District Secretaries:

Rev. S. W. HANKS, Cong’l House, Boston,  
Rev. H. BEEBE, New Haven, Conn.

## LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a life Director.

## FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, wh ch. in the execution of the will should be strictly observed:

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he *at the same time* declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto as witnesses.

## SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall Street, N. Y., and 13 Congregationalist House, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman Street.

## SAVINGS BANKS FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 74-6 Wall Street and 189 Cherry Street, and Boston, Tremont Street, open daily between 10 and 3 o'clock.

## SAILORS' HOMES.

### LOCATION.

### ESTABLISHED BY

### KEEPERS.

NEW YORK, 190 Cherry Street.....	Amer. Sea. Friend Society.	Fred'k Alexander.
BOSTON, cor. Salem and Bennet Sta.	Boston " " "	B. F. Jacobs.
PHILADELPHIA, 422 South Front St.	Penn. " " "	Capt. J. T. Robinson.
WILMINGTON, cor. Front & Dock Sts.	Wilm. Sea. Friend Society.	Capt. W. J. Penton.
CHARLESTON, S. C. ....	Charleston Port Society...	Capt. Peter Smith.
MOBILE, Ala. ....	Ladies' Sea. Fr'd Society.	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal. ....	" " " "	—
HONOLULU, S. I. ....	Honolulu " " "	E. Dunscombe.

## INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl Street.....	Epis. Miss. Soc. for Seamen	Edward Rode.
4 Catharine Lane. (colored). ....	do. ....	G. F. Thompson.
BOSTON, N. Square. Mariners House.	Boston Seamen's Aid Soc'y.	N. Hamilton.
PORTSMOUTH, N. H., No. 8 State St.	Seamen's Aid Society....	John McIver, Supt.
NEW BEDFORD, 14 Bethel Court....	Ladies' Br. N. B. P.S. ....	Mr. & Mrs. H. G. O. Nye.
BALTIMORE, 23 South Ann Street....	.....	Miss Ellen Brown.
GALVESTON, Tex. cor. Strand & 26 st.	.....	.....

## MARINERS' CHURCHES.

### LOCATION.

### SUSTAINED BY

### MINISTERS

NEW YORK, Catharine, cor. Madison. cor. Water and Dover Streets....	New York Port Society....	Rev. E. D. Murphy.
Foot of Pike Street, E. R. ....	Mission " " "	" B. F. Millard.
Foot of Hubert Street, N. R. ....	Episcopal Miss. Society....	" Robt. J. Walker.
Open air Service, Coenties Slip... ....	" " " "	" H. F. Roberts.
Swedish & English, pier II, N. R. ....	Methodist .....	" Isaac Maguire.
Oliver, cor. Henry Street....	Baptist....	" J. L. Hodge, D. D.
Cor. Henry and Market Streets....	Sea & Land, Presbyterian....	" E. Hopper, D. D.
BROOKLYN, 8 President Street....	Am. Sea. Friend Society....	" E. O. Bates.
BUFFALO.....	Methodist.....	" P. G. Cook.
ALBANY, Montgomery Street.....	Boston Sea. Friend Society.....	" S. H. Hayes.
BOSTON, cor. Salem & N. Bennet Sts. North Square.....	Boston Port Society.....	" Cyrus L. Eastman.
Cor. Commercial and Lewis Sts. Parmenter Street.....	Baptist Bethel Society....	" H. A. Cooke.
PORTLAND, ME., For st.n. Custom H	Episcopal.....	" J. P. Pierce.
PROVIDENCE, R. I., 52 Wickenden St	Portland Sea. Frn'd Soc'y..	" F. Southworth.
NEWPORT, R. I., 51 Long Wharf....	Prov. Sea. Friend Society....	" J. W. Thomas.
NEW BEDFORD.....	Individual Effort.....	" C. H. Malcom, D.D.
PHILADELPHIA, c. Front & Union Sts. Cor. Shippen and Penn Streets.....	New Bedford Port Society. Presbyterians.....	" J. D. Butler.
Catharine Street.....	Methodist.....	" Vincent Group.
Front Street, above Navy Yard....	Episcopal.....	" William Major.
BALTIMORE, cor. Alice & Anna Sts. Cor. Light and Lee Streets.....	Baptist.....	" W. B. Erben.
NORFOLK.....	Seamen's Un. Bethel Soc. Baltimore, S. B. American & Norfolk Sea. Friend Societies	" Joseph Perry.
WILMINGTON, N. C. ....	Wilmington Port Society....	" Chas. McElfresh.
CHARLESTON, Church, n. Water St. SAVANNAH.....	Amer. Sea. Friend Soc'y....	" R. R. Murphy.
MOBILE, Church Street, near Water. NEW ORLEANS.....	" " " "	" E. N. Crane.
GALVESTON, Texas.....	Amer. Sea. Friend Soc'y....	" Jas. L. Keen.
		" Wm. B. Yates.
		" Richard Webb.
		" L. H. Pease.
		" H. B. Burr.

# AMERICAN SEAMEN'S FRIEND SOCIETY,

80 Wall Street, New York.

ORGANIZED, MAY, 1828 INCORPORATED, APRIL, 1833.

RICHARD P. BUCK, Esq., President.  
Rev. S. H. HALL, D. D., Cor. Sec'y & Treas.

CAPT. NATH'L PRIGGS, Vice President  
L. P. HUEBARD, Financial Agent.

OBJECTS. 1.—To improve the social, moral and religious condition of seamen; to protect them from imposition and fraud; to prevent them from becoming a curse to each other and the world; to rescue them from sin and its consequences, and to **SAVE THEIR SOULS**. 2.—To sanctify commerce, an interest and a power in the earth, second only to religion itself, and make it everywhere serve as the handmaid of Christianity.

MEANS OF ACCOMPLISHMENT. 1.—The preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its Chaplaincies in the United States, the Society has stations in CHINA, JAPAN, the SANDWICH ISLANDS, CHILI, BRAZIL, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, NEW BRUNSWICK, &c., and will establish others as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to those who do business upon our inland waters, Chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the **SAILORS' MAGAZINE** and **SEAMEN'S FRIEND**, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications, the **SEAMEN'S FRIEND**, is gratuitously furnished to Chaplains and Missionaries for distribution among seamen and others. The Society also publishes the **LIFE BOAT** for the use of Sabbath-schools.

3.—**LOAN LIBRARIES**, composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews, and placed as a general thing, in the care of converted sailors, who thus become for the time, effective missionaries among their shipmates. This plan of sea-missions contemplates much more than the placing of a Christian Library on ship-board, in that, (1) It places the library in the hands of an individual who takes it for the purpose of doing good with it, and who becomes morally responsible for the use made of it, (2) It usually places the library in charge of the Captain of the vessel, (3) It contemplates a connection between the sailor and the individual who furnishes the library which he reads. The donor of each library is informed, if he requests it, when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it, is communicated. The whole number of libraries sent out by the Society, to May 1st, 1877, is 5,866, containing 290,856 volumes. Calculating 4,678 re-shipments, they have been accessible to probably 250,000 men. Over one thousand hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. More than 20,000 American vessels remain to be supplied.

4.—The establishment of **SAILORS' HOMES**, **READING ROOMS**, **SAVINGS' BANKS**, the distribution of **BIBLES**, **TRACTS**, &c.

The **SAILORS' HOME**, 190 Cherry St., New York, is the property and under the direction of the Society. It was opened in 1842, since which time it has accommodated over 90,000 boarders. This one institution has saved to seamen and their relatives, \$1,500,000. The moral and religious influence on the seamen sheltered there, can not be estimated. More or less shipwrecked seamen are constantly provided for at the Home. A Missionary of the Society is in daily attendance, and religious meetings are held on week day evenings. Similar institutions exist, in other cities, under the care of auxiliary Societies.

NOTE.—Twenty dollars contributed by any individual or Sabbath-school, will send a Library to sea, in the name of the donor. The **SAILORS' MAGAZINE** is, when asked for, sent gratuitously to Pastors, who take a yearly collection for the cause, and to Life-Members and Directors, upon an annual request for the same.